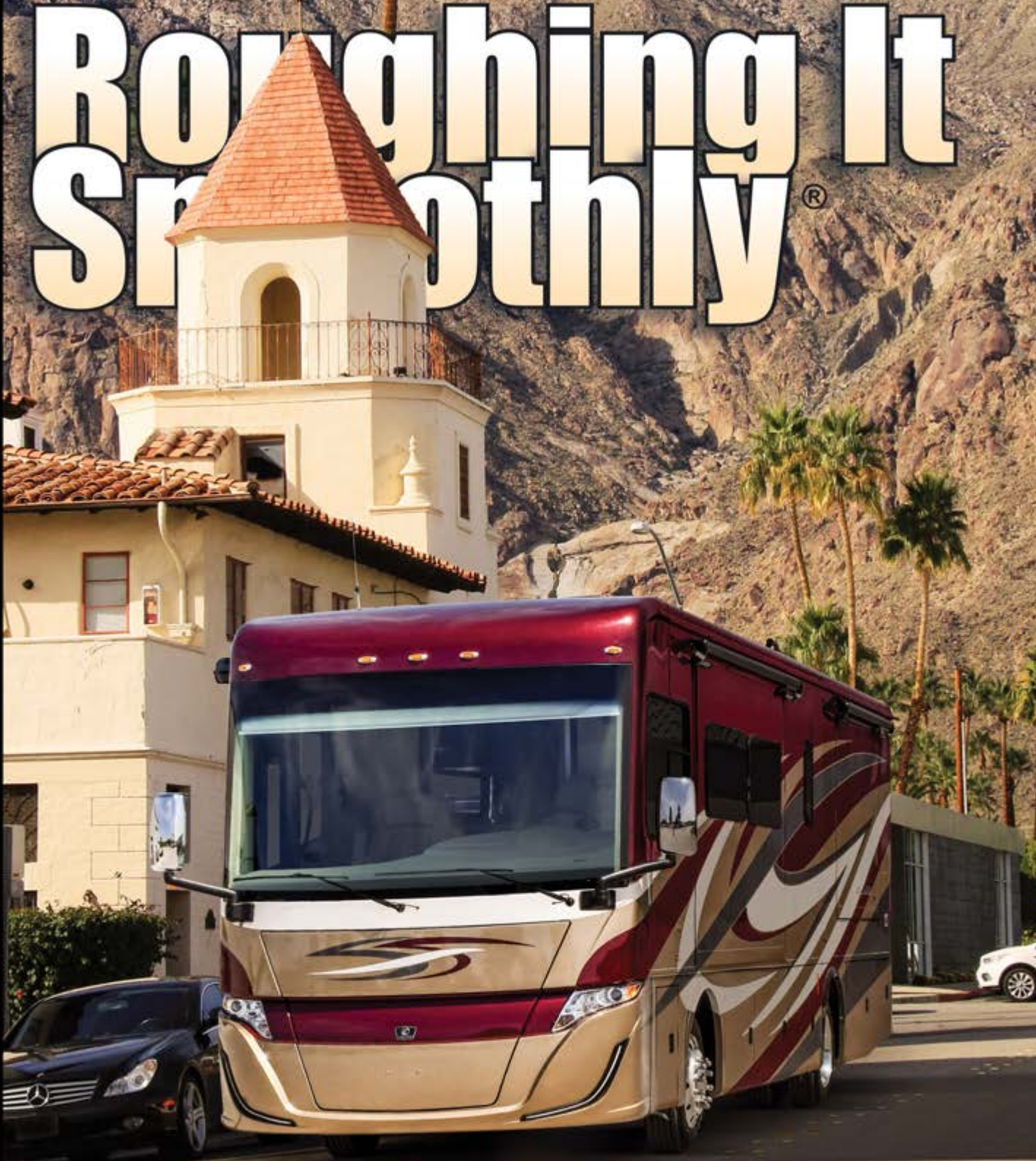


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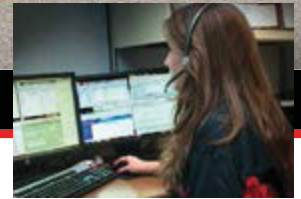
IN THIS ISSUE

- The 2019 Allegro RED 340 33AL
- Palm Springs, California
- William Henry Harrison's Birthplace: Berkeley Plantation

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April 2019 Volume 16, Number 2

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36



42



10



18

SPRING 2019 VOLUME 16 NUMBER 2

Departments

President's Corner	6	News You Can Use	48
Traveling with Your Pets	30	Serious Tech Talk	66
Tiffin Management Team Randy Patterson	32	From the Road	72
Tiffin Allegro Club News	36	Cover: A street scene from downtown Palm Springs, California	
Owner Profile Charles and Mona Trahan	42	You can remove the address label to enjoy a clean front cover. Save it if you plan to change your address.	

Features

- **The 2019 Allegro RED 340 33AL**
See page 10
- **Palm Springs**
A Western Winter Haven to Plan for Now!
See page 18
- **Six of Our First Ten Presidents Were Virginians**
William Henry Harrison, the Ninth President of the United States, and His Birthplace at Berkeley Plantation
See page 52
- **Give Us Your Best Shot!**
See page 64

Owners and RV enthusiasts are enjoying the *Roughing It Smoothly* digital magazine: rismag.org

In January 2019, Tiffin's owner-acclaimed quarterly magazine began its 16th 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 4-5. 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 "4" 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 most useful feature 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 34,000 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 17,000 copies in their showrooms. *RIS* has completed 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 fredthompson1941@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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Serious Tech Talk

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

Have you checked our four 2019 Open Road Allegro floorplans? They comprise our most popular brand, outselling even the iconic Phaeton.

A continuing series about the antique cars collected by Bob Tiffin over the past 40 years.

The 1940 Packard Super Eight 160, 4-door, Convertible Sedan

by Bob Tiffin

THE LARGEST CAR CLUB in the United States is the Antique Automobile Club of America in Hershey, Pennsylvania. When I started attending car shows in the early 1980s, I went four years in a row (1986–1989) to the Hershey Car Show. I showed a 1940 Ford and a 1959 Ford Skyliner Retractable.

During each of my visits to Hershey, I looked carefully at the other exhibits. The Packards built in the 1930s really caught my eye. Later on around 2001 or 2002, I bought a 1938 Packard V-12 4-door Convertible Sedan and had it restored by George Fore in Huntsville, Alabama. I kept it for six years and sold it at the Auburn Auto Auction in Auburn, Indiana. At that time, I also sold four other cars in my collection: a 1959 Ford Skyliner Retractable, a 1940 Ford, a 1939 Ford 4-door Deluxe Convert-

ible Sedan, and a 1966 Mustang. The '59 Skyliner and the '39 Ford were restored earlier in Akron, Indiana, and I took them back to have them refreshed before the sale in Auburn.

I was really impressed with the quality that Packard's president, James Alvan Macauley (1872–1952), demanded and began looking again for Packards. Through the 1930s, Packards were recognized as very competitive among the high-priced luxury American automobiles. The company was one of the "Three P's" of motordom's royalty: Pierce-Arrow (Buffalo), Peerless (Cleveland), and Packard (Detroit).

The Great Depression almost destroyed the luxury car market. Peerless built their last car in 1931. Pierce-Arrow closed in 1933 after trying to survive the depression with a low-priced edi-



PROPERTY BACKGROUNDS COURTESY OF DAVID AND PEGGY TIFFIN

tion called the Pierce Silver Arrow. Alvan Macaulay gained a foothold in 1935 by hiring a team of engineers from Ford, GM, and Chrysler who helped Packard produce the Model 120 Series, a fine car that sold for \$980, about \$650 less than their higher priced models. It produced the cash flow they needed, ended the financial crisis at Packard, and enabled the continuation of the limited production of the premium Packards for the high-priced luxury market.

The demise of the 12-cylinder Packard in 1939 led to a new line-up for 1940, including two Junior models and two Senior models. The Junior line offered the Super Eight 160 (the car shown in this story) and the Custom Super Eight 160. In addition to the hard tops, body styles included the convertible coupe and the convertible sedan. The latter was dropped in 1942. The Custom upgrade featured deluxe trim with wood garnish moldings. In 1940, Packard built 90,438 Junior models.

The Senior line introduced the Super Eight 180 and the Custom Super Eight 180 which was the last Packard built with semi-custom bodies by Rollston and LeBaron. In 1940, Packard built 7,562 Seniors that included 1,900 Custom Super Eights and 5,662 Super Eights.

Packard's advertising line was, "Ask the man who owns one." In 1940, the company boldly advertised the new inline 8-cylinder engine as "The engineer's engine." It produced 160 HP, more than any other production engine available in 1940. The new 160 engines were a solid addition to Packard's line-up. The Super Eight 160 was a bargain at \$1,600.

A few years after I sold the '38 Packard, my friend Jerry Wuichet in Napa, California, called to tell me about a 1940 Packard Super Eight 160 that would be coming up for sale soon. "It is a very nice car," he said. However, Jerry gave me a list of what it would take to make it a "driver," not necessarily a show car. In car collector's parlance, a "driver" is a car in nice condition that you can take out on the road and enjoy. I bought it in February 2007.

I was surprised to learn that the car had been owned by Danielle Steele and her fourth husband, John Traina. He got the car in their divorce settlement in 1998.

Jerry got the engine running well and we took it to "Just Packards," a specialty automotive store in Napa, to have a full check-up. In Spring 2008, Judy and I flew to California for




a week's vacation in the Napa Valley. We drove the 160 all over the valley, visited many different places of interest, and in general had a great time. We always leave time for a visit to Healdsburg when we are in Napa. They have a beautiful town square with great shops that we both enjoy.

Following our trip, I had the car shipped back to Red Bay in May. We enjoy driving it around Florence where we live. I bring it to Florence from the storage garage in Red Bay only on weekends when I am sure I will have a three-day window with no forecast for rain. The convertible top is a restoration and still looks brand new. I avoid getting it wet and stained with the residues deposited by rain. We also do not drive it when bugs are in season. The trip from Red Bay to Florence is 47 miles. I usually drive it between 55 and 65 mph. It has three forward speeds plus overdrive which reduces the engine speed by 30 percent.

After enjoying the 160 for nine years, I decided it was time to do some minor body work and a full paint job. In January 2016, I had it shipped back to California to Martin Hveem Auto Restorations in Redding. Martin kept the car for 18 months and returned it to us in June 2017. He did an absolutely beautiful job of repairing the dings and doing a "show car" paint job.

This Packard is Judy's favorite car in our antique car collection. As with all of the other six Packards in the collection, she has the naming privilege. She named it Maggie. "Why Maggie?" I asked. "Maggie is short for Magpie and Magpies are black, just like this car," she explained.

Judy has a name for everything. When we built the first motorhome, Judy named it the Allegro. Again, I asked, Why Allegro? Immediately, she said, "It is a musical term that means to 'speed up' and it also means 'happy and lively.'" I could not have agreed more. It was the perfect name. 



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The 2019 Allegro RED340 33AL

BY CAREFULLY STUDYING THE Class A diesel pusher market and listening to first-time buyers and those moving up from gas coaches, the TMH marketing team realized they had the manufacturing resources already in place plus the engineering experience necessary to launch a

top quality diesel pusher at a significantly lower pricepoint. Frequent meetings involving R&D, engineering, marketing, and sales eventually saw the development of a concept motorhome with premium features that could be sold at an attractive entry-level price. The Allegro RED 340 was born.

Seeing no reason to completely reinvent the wheel with a totally new floorplan, TMH engineering and R&D chose the Allegro RED 33AA as the beginning point for a prototype. They named the new floorplan the 33AL. Tiffin's biggest asset in making a successful entry into this niche market is its PowerGlide chassis plant. The very successful 33AA has for many years been built on the Freightliner chassis. Tiffin decided to use their existing production capacity in the PowerGlide shop to build the 33AL's chassis. Certainly, one way to reduce cost was to bypass the raised-rail

proach by making standard several items that were optional in the 33AA. They are: (1) Two 15,000 BTU air conditioners, *both* with heat pumps. (2) Residential refrigerator. (3) In-Dash navigation. (4) Memory foam king bed, and (5) the Truma tankless, continuous hot water heater.

There are only nine options that have a price tag: (1) Prep for Winegard Connect. (2) Winegard Connect. (3) CB antenna. (4) Central vacuum system. (5) Combo washer/dryer. (6) Gas oven located under the cooktop. (7) Dinette/Computer Workstation. (8)



chassis and go with a straight rail chassis—an easy fiat if you are building your own chassis and controlling that variable in-house.

Weight reduction was a major concern in reaching a lower pricepoint. The straight rail PowerGlide chassis made a significant difference in weight and cost. The hydraulic pump and hardware for the front slideouts and jacks were removed in favor of electric slide-outs and the Valid air leveling system—a weight reduction of approximately a thousand pounds and a cost reduction of several thousand dollars. After thorough testing, the upgraded electric slide-out hardware was found to be very adequate for the application.

Two other major players in reducing the pricepoint are the engine and transmission. After reducing the GVWR from 32,000 to 28,000 pounds, TMH engineering determined the Cummins 340-hp engine and the Allison 2500 MH 6-speed transmission with lock-up were the correct match for the prototype. By comparison, peak horsepower for both the 360-hp and 340-hp engines is reached at 2600 rpm. The Allison 3000 transmission is rated for towing 10,000 lbs. Allison approved a 35,500-lb. GCWR for their 2500 transmission and rated the towing capacity at 7,500 lbs. A survey showed that 85 percent of Tiffin owners towed less than 7,500 lbs., a factor indicating the smaller transmission would not significantly reduce the market for the 33AL.

Henry Ford once said about his company's phenomenal success at building the Model-T, "You can have any color you want as long as it is black." Well, Tiffin did not go that far with limiting options on the 33AL. In fact, they took a more creative ap-

proach by making standard several items that were optional in the 33AA. They are: (1) Two 15,000 BTU air conditioners, *both* with heat pumps. (2) Residential refrigerator. (3) In-Dash navigation. (4) Memory foam king bed, and (5) the Truma tankless, continuous hot water heater.

There are only nine options that have a price tag: (1) Prep for Winegard Connect. (2) Winegard Connect. (3) CB antenna. (4) Central vacuum system. (5) Combo washer/dryer. (6) Gas oven located under the cooktop. (7) Dinette/Computer Workstation. (8) Fireplace. (9) Drop down bunk over the driver-passenger chairs.

Now let's take a look at what's standard: aluminum wheels; Valid air leveling (more about this later); 8 KW Onan generator; power door and patio awnings; Truma AquaGo endless, constant hot water heater; full body paint; prep for solar panels; prep for satellite receiver; 5-ft. galley window; three televisions, including a 32-inch exterior TV in the PS slide-out; 2000-watt inverter; in-dash navigation system; Ultra-Leather 6-way power DS & PS seats; convection-microwave oven; residential refrigerator; Ultra-Leather booth dinette; Ultra-Leather sofa and air coil sleeper with lounge recliner; and memory foam king bed.

Henry Ford's manufacturing philosophy notwithstanding, Tiffin Motorhomes wants owners to enjoy customizing their coaches. There are four choices of color combinations in full body paint; one interior décor; two choices of cabinet finishes; and two choices of flooring.

The Social Center of the 33AL

One of the nicest features of a Tiffin motorhome is the amount of light brought in by the expanse of large windows on three sides. No matter what direction you are pointed in your camping area, you will be enjoying the freshness of sunlight. In the two slide-outs and cockpit, we measured 53 square feet of glass.*

* In describing areas in the motorhome, the length of the coach is north-south with north being the rear of the coach. East refers to the driver side (DS) of the coach and west refers to the passenger side (PS). **Broadway** is Tiffin's name for solid surface counter tops (SSCT).



After you rotate the driver and passenger chairs to face into the living room, you have a pleasant room that measures 12.6 feet east-west, with the slide-outs deployed, by 14 feet north-south. The living room is handsomely furnished with a 77-inch sofa-bed by Flexsteel, upholstered in UltraLeather's Brown Sugar. The deep cushions seat three adults very comfortably. Flexsteel's recliner with leg lift, also covered in matching UltraLeather, fits into the corner of the DS slide-out. The driver and passenger chairs in UltraLeather are both 6-way power seats



with manual recliners. The top of the slide-out above the windows houses a six-door 10.7 cubic foot storage compartment.

Moving to the west side of the living area, Tiffin positioned the dinette in the forward section of the PS slide-out. Covered with UltraLeather, the dinette comfortably seats four adults. The table drops to the level of the bench seats to form a bed for two children. Bring your sleeping bags and favorite pillows that can be stashed out of sight during the day in the huge drawer under the forward bench. The compartment under the opposite dinette bench houses the 30K BTU propane furnace.

One of the best options in Tiffin's floorplans is the comput-

er/dinette workstation (MSRP \$1,015). The Broadway dining table measures 24 x 42 inches and retracts to 24 x 21. Measuring 71 x 22 inches, the computer workstation cabinet, finished with a 71 x 23.25-inch Broadway countertop, is built into the slide-out. Constructed with three compartments, the south compartment houses a 14 x 17-inch tray for a keyboard or a laptop, a 19 x 17.5-inch slide-out tray for a printer, plus 2.4 cubic feet of storage space. The north compartment contains a large drawer (constructed with polished plywood) to store office materials. A single-drawer filing cabinet will accommodate hanging folders for both 8.5 x 14 or 8.5 x 11. The center compartment contains a 30K BTU propane furnace for heating the front section of the motorhome. Three double-door storage compartments above the workstation offer 8.3 cubic feet of storage space. Both slide-outs have dual USB ports.

The Entertainment Centers

Entertainment in the RED 340 is built around LG's BPM55 Wireless Streaming 3D Blu-ray Disc™ / DVD / CD Player. It brings into play Netflix, HULU, VUDU, YouTube, and more. A DirecTV Wally for satellite program reception is provided with the system as standard equipment, but it does require activation and a subscription. This equipment is conveniently located in the cabinet under the bedroom television. Prep for the Winegard satellite dish is standard. The satellite dish itself is a dealer add-on.

The primary entertainment area is the coach's Social Center. A 42-inch LG Smart TV with four surround sound speakers in the ceiling and a sound bar under the television provides an excellent viewing and listening experience. Of course, those of us who prefer to watch TV in bed will enjoy the same programming on the 32-inch LG television in the bedroom. You can also watch your favorite programs outside under Dometic's 15-foot awning. The entry door is also covered by Dometic's door awning (standard equipment). The in-dash Kenwood radio has four surround sound speakers, two in the cabinetry above the



dash and two in the ceiling just above the driver and passenger seatbacks (see “The Cockpit” for more information). The Kenwood is designed to receive Sirius programming (subscription required). DirecTV also provides Sirius programming organized by the popularity of songs in each decade. We have found the Sirius selections provide very pleasant, soft background music throughout the day.

Not exactly a part of the entertainment center, but very pretty nonetheless, Tiffin designers included a 40-inch electric fireplace by Furrion (MSRP \$725). With an output of 1,500 watts, it is rated to heat 400 square feet. That’s just about the whole coach. You may not need the two propane furnaces for cool mornings and evenings. It is operated with a remote that facilitates turning it off after you are tucked in and turning it on to warm the coach several minutes before you climb out of bed.

The Galley

When reviewing the galley on my first visit in a new motorhome, I check out the amount of preparation space. This one passes with flying colors: 70 inches wide and 32.8 inches deep. That’s 16 square feet. The Broadway countertop has cutouts to cover the sink and the 3-burner cooktop. The gooseneck, single-lever faucet with extendable sprayer is first class equipment. A 4-inch backsplash with accent lights rises to meet the bottom of the 60-inch wide window that gives the chef a view across the patio where her partner is grilling the steaks.

The single sink measures 23 x 13 and 5.75 inches deep. The 3-burner propane cooktop has been a favorite in Tiffin coaches for many years. Overhead at eye level, Sharp’s microwave-convection oven completes the major components in the food prep area. It has been a standard appliance in Tiffin motorhomes for over 20 years. Tiffin chose LG’s 20-cubic foot residential refrigerator for the RED 340. It is supported by four batteries.

Tiffin’s commitment to well-designed storage is very obvious in this coach. The two cabinets above the work surface have two

shelves each and could have a third depending on the owner’s preference. Each cabinet is 16.5 inches wide and 19 inches high, yielding 3.75 cubic feet of storage.

Below the countertop on the left, a four-drawer stack is for silverware, kitchen tools, hot pads, towels and wash cloths, paper products – you name it and it will fit in one of these drawers. Tiffin’s carpentry shop builds long drawers that extend back into the depth of the main galley cabinet. Two of the drawers are 23L x 7.8W x 3D (read LONG, WIDE, and DEEP in inches). Two more are the same except 5 inches deep.

A three-drawer stack resides under the cooktop. They measure 23L x 18.5W x 4D. The cabinet under the countertop is a cavern with 7.5 cubic feet of storage. The pantry is located on the north side of the fridge. The top section has four shelves, each measuring 22.5L x 10.75W. The cabinet is 32 inches high. The slide-out pantry immediately below has three shelves, each measuring 17.5L x 6.5W.

How Many Passengers in the RED 33AL?

If you are traveling in this particular coach, you have seatbelts for seven: two in the forward facing bench seat of the dinette, three in the sofa-bed, and two, of course, in the driver and passenger seats. If you opt for the computer/dinette workstation, you will reduce the number of seatbelts to five passengers.

With the optional drop-down bunk over the cockpit (MSRP \$870), the 33AL can sleep five adults comfortably.



The Bathroom

As you can see from the floorplan, the footprint of the mid-coach bath measures 43 x 84 inches. The 84-inch wall division creates a 46-inch wide working floor space in front of the galley and fridge that also serves as a connecting hallway to the bedroom.

As I have noted many times in the reviews of coaches in *RIS*, Tiffin architects never miss an opportunity to discover space for more cabinets and storage space. By increasing the width of the interior wall to seven inches between the shower and the hall, the architect found space for three cabinets that face the hall. Each has a width of 14 inches, a depth of six inches, and inside cabinet heights of 19, 27, and 29 inches. Owners will find a zillion ways



to use these cabinets. We all have “stuff” that needs a home.

The countertop of the bathroom vanity is 36 inches wide with two depths of 18 and 10 inches, the first to accommodate the lavatory and the second to provide a little elbow space for the toilet (and its occupant). The medicine cabinet with double-mirror doors is obviously designed as a “his and hers” affair. It is 34 inches wide and 28 inches high, with a vertical board splitting the middle to hold the latches for the two doors. The four shelves are five inches deep, three of which are adjustable. The two vanities under the 18 and 10-inch depths yield more than four cubic feet of storage.

The shower in the RED 340 is first class. Two sides of the shower form a 90-degree corner to fit into the wall. A 30-inch radius from the 90-degree corner delineates the track at the base of the shower that carries a clear four-piece sliding enclosure. The fiberglass shower stall has a seat, a recessed soap dish and handle, and a towel rack. The neck of the Delta handheld spray with cut-

off fits into a receptacle that slides up and down a 19-inch vertical, polished chrome pole to position the shower spray wherever the bather wishes. A skylight is located directly above the shower.

The Bedroom

Tiffin continued into the bedroom with its purpose of making the 33AL an entry-level coach with several features most requested by buyers through the years. That meant including a memory foam king bed as standard equipment. By comparison, in the 33AA, the queen bed is standard and the king is an upgrade (MSRP \$870).

The slide-out for the bed is also very upscale. Two wall-mounted reading lamps just above the designer headboard provide plenty of light for reading in bed. Both sidewalls of the slide-out have vertical sliding windows to bring in cool breezes for evening slumber. Each window also has both solar and night shades. Both sides of the bed have USB ports, 110v outlets, and night tables with door-enclosed storage. As usual, Tiffin uses the valuable space above the headboard for 13.75 cubic feet of storage enclosed with four lift-up doors. With a 110v outlet on its back wall, the southside cabinet is a convenient location for a sleep apnea appliance.

This bedroom actually has more cabinet storage than its sister coach, the 33AA. The west wall of the bedroom is skillfully designed. Without appearing crowded, it has a four-door cabinet across the top of the wall, offering six cubic feet of storage. The mid-section of the wall has a 30 x 30-inch window which also serves as the emergency rear EXIT.

At eye level, just north of the window on the back wall, Tiffin mounted the power control center, an enclosure containing the coach’s 110v breakers. It is the most convenient location in any coach that Tiffin builds. The bedroom’s entertainment center, a 32-inch LG Smart TV, is wall-mounted on the south side of the window.





On the lower half of the west wall, Tiffin used a cabinet design that has been a standard in the Allegro Bus, Phaeton, and Allegro RED for several years. With a handsome countertop, the chest under the window has two very large drawers (11L x 30.75W x 7D). A taller, adjacent chest under the television has four compartments. A two-shelf enclosure for the hardware supporting the entertainment system (14L x 29W x 13D) is air-cooled with louvered slats in the doors. Two drawers (11L x 13.75W x 7D) and a clothes hamper (11L x 13.75W x 20D) occupy the lower two-thirds of the chest.

As in all of Tiffin's motorhomes where it is available, the washer and dryer and the combo washer/dryer are optional. The combo washer/dryer (MSRP \$1,595) in the 33AL is located on the north wall of the coach. A large storage compartment above the W/D (10.3 cubic feet) is divided with two shelves. The storage area could easily be customized for the owner's personal clothing and storage needs.

Completing the bedroom, the 56-inch wide closet with two mirrored doors measures 62-inches top to bottom and 19.75 inches deep. It has three shelves adjacent to the W/D cabinet. This coach also has seven cubic feet of storage under the bed, which lifts up with the assistance of two struts.

Heating and Cooling in the 33AL

Tiffin selected two 15,000 BTU Coleman Mach 8 Plus air conditioners with heat pumps as standard equipment. They each move 300 cubic feet per minute. For easier service points and a faster cool-down in a hot coach, the HVAC design calls for a 19 x 20-inch interior ceiling installation. After a quick cool-down, the two large-volume outlets can be closed to divert the cool (or heated) air into twin ceiling ducts with outlet vents throughout the coach. Each vent has a finger-touch closure if you prefer not to have air blowing directly on where you are seated. The fans have three positions: hi, low, and auto. As long as the outside temperature is 38 degrees or warmer, the heat pumps will warm the coach. For colder temps, two Suburban propane furnaces

take over to heat the 33AL wherever you decide to go in your winter travels. The front furnace is a 30,000 BTU unit and the rear is a 35,000 BTU unit.

Water in the 33AL is heated with the Truma tankless, continuous flow, propane water heater. It is standard equipment and another upgrade that Tiffin decided to include in the base price of the coach.

The Cockpit

The arrangement of the 33AL's cockpit follows the very functional style of Tiffin's diesel pushers—easy to read and every switch where it should be. Three large four-inch dials display the following information: #1: top half, RPM; lower half, fuel and DEF. #2: speedometer, dial, and digital displays. #3: oil pressure/coolant/front air/rear air.

A selectable digital display will take you to odometer; fuel economy (instant and average); transmission temp; compass and air temp; genset hours; engine hours; two trip mileage meters; battery voltage; and engine load. Fifteen brightly lit warning icons are displayed on a 2 x 10-inch screen below the three dials.

One of the benefits realized from the PowerGlide chassis is the adjustable brake and fuel pedals, that are now suspended for easier positioning. The 6-way adjustable powered driver's chair (fwd/back slide, raise/lower, tilt fwd/back) along with the adjustable pedals make the captain's chair a "one seat fits all."

Two dash displays, one for radio and navigation and a monitor for the side and rear cameras, are well-positioned for quick glance viewing while the coach is underway. Six toggle switches for the DRIVER FAN, SOLAR SHADE, NIGHT SHADE, GEN START, MAP LIGHT, and RADIO/CAMERA MONITOR are located at arm's length. The Denso HVAC controls are very easy to use while driving without being a distraction. Five USB ports, a 12v plug-in, and a headphone connection for clear audio reception from the navigation software provide the driver with power for needed technology. One of the USB ports is for MP3 input to the radio.

The Allison transmission's touch shifting control is located

at fingertip position in the driver's console. Just behind it is the control for adjusting the two outside mirrors. Two toggle switches for the ICC flash and the engine brake can conveniently be activated while the coach is underway. A third toggle is for the auxiliary generator start.

The control panel for the Valid Air Leveling system is at the rear of the console. I was pleasantly surprised when I was able to level the coach on a gravel parking lot with at least a five percent slope. The 33AL does not have hydraulic leveling jacks.

The driver has an unusually large side window that is 45 inches wide and 32.5 inches high. The lower two-thirds of the expanse accommodates a 21 x 19-inch sliding window with screen. What a great feature for traveling in pleasant weather or when you are parked!

The console next to the passenger chair has toggle switches for the map light, lights for the step well and porch, and a switch for the passenger fan in the upper right corner over the dash.

Tiffin replaced the television and its adjacent small cabinets over the dash with an 87-inch wide elongated box, 12 inches high and 12 inches deep. It contains a center storage compartment 41 inches wide, 12 inches high, and 6 inches deep. Two compartments on either side are 19 inches wide, 11 inches high, and 5 and 8 inches deep respectively. Under the cabinets and facing down toward the dash, two speakers are well positioned for creating surround sound with the two speakers in the ceiling immediately above the driver and passenger chairs.

Driving the Allegro RED 340 33AL

The 33AL has the good fortune to be built on a PowerGlide chassis. By default, it is built with the Valid ride-height adjusters that reduce centrifugal force by keeping the coach level in a curve.

In the road test, the coach had a full tank of fuel, empty wet tanks, two passengers, and a Chevy Malibu tow car. It was driven on the 4-lane highway between Red Bay and Russellville, the

steep hills of Alabama Rt. 247, and the road between Red Bay and Mississippi Rt. 24 which is laced with 90-degree radius curves.


On the first 0.5-mile 5% grade east of Red Bay, we started at the bottom at 65 mph and capped the top at 60. On a 2.0-mile level run, the 340 crossed 50 mph in 21 seconds and 60 in 29 seconds. Not bad for merging from an interstate ramp into traffic.

On Rt. 247, we started at the bottom of a long hill, and reached 45 mph in 30 seconds. After cruising in the hills at 55, we entered a 0.5-mile grade estimated at 5% and maintained the 55 mph all the way to the top.

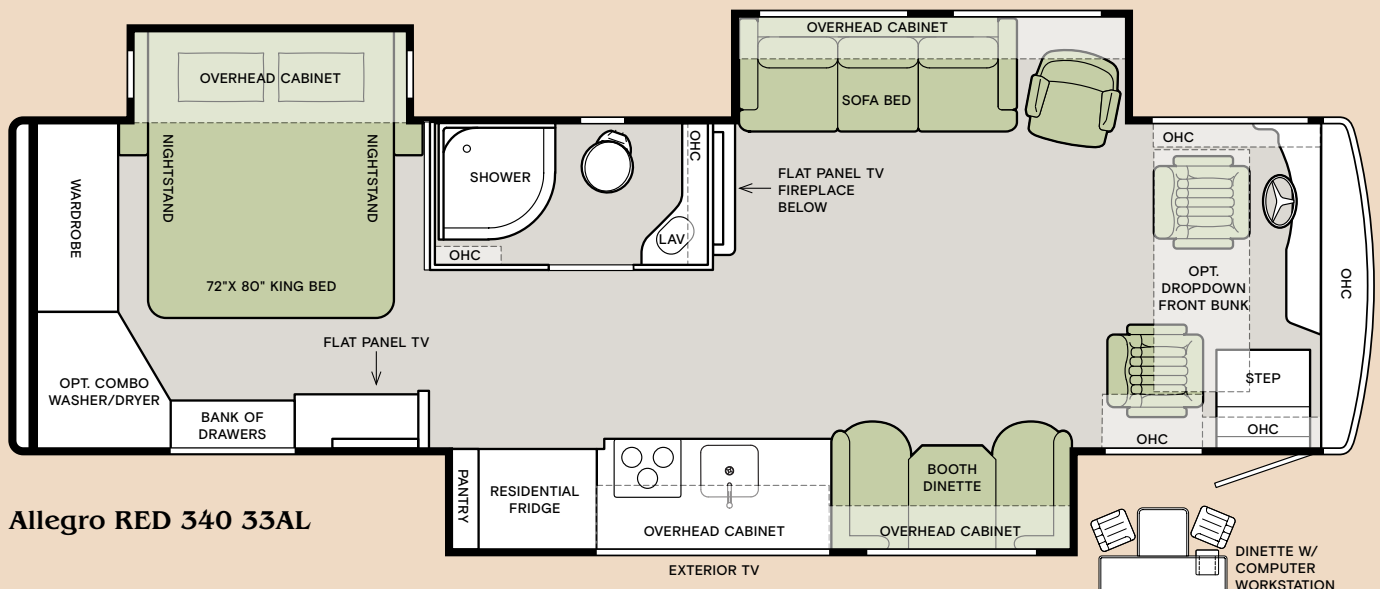
On the road with 90-degree radius curves marked with a 40 mph speed limit, the 340 handled the centrifugal force really well at 50 mph. The driver, Chuck Hamm, a 32-year veteran at TMH, noted we likely would not have noticed the curve at all if the 340 had been loaded with at least half of its CCC.

Final Thoughts on the 33AL

As an entry-level diesel pusher, the 33AL has found a pricepoint that RVers in gas motorhomes and fifth wheels, and even some Allegro Breeze owners, will find very attractive. It offers big ticket items as standard equipment: air ride suspension in a PowerGlide chassis, big entertainment, residential refrigerator, on-demand hot water from a tankless water heater with continuous supply, a memory foam king bed, two 15Kw BTU ACs with heat pumps, Valid air leveling and ride height adjusters, Flexsteel furniture upholstered in Ultra-Leather, full body paint, and much more. And the nine options are very reasonably priced.

How do they do it for \$240K? When Tiffin can build the same package over and over with the same high-demand features, and limit the options that do not significantly affect the way the coach moves down the assembly line, they can offer a pricepoint that is very attractive. 

Images of the basement can be seen online at rismag.org in the April 2019 issue, page 15A.



SPECIFICATIONS: Model tested 2019 Allegro RED 340 with Three Slides

Base MSRP* – \$236,350 MSRP as tested with options – \$240,229

STANDARD FEATURES ON THIS COACH

Structural

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

Automotive

Allison 2500 MH six-speed automatic transmission with lock-up (torque converter)
Cummins ISB turbocharged, aftercooled 6.7 liter electronic diesel
Peak horsepower: 340 @ 2,600 rpm
Peak torque: 700 @ 1,800 rpm
Straight rail chassis frame
Air suspension (4 air bags)
50° wheel cut
Air brakes with automatic slack adjusters and ABS
Exhaust brake
18-inch steering wheel
Fog lights
Daytime running lights
Emergency start switch
Four aluminum wheels

Exterior

Full body paint
Fiberglass front & rear caps
Large tinted one-piece windshield
8.0 Kw Onan Quiet Diesel generator
Valid Air Leveling
Heated power chrome mirrors with remote adjustment
Horizontal mounted, single motor intermittent wipers
Gel-coat fiberglass walls
Deadbolt front entrance door
Double electric step
Exterior door light
Exterior patio light
Exterior TV in galley slide-out
Power patio awning with aluminum weather shield
Slide-out awnings
Exterior side-opening, swing-out storage doors with gas shocks
Single handle lockable storage door latches
Ridged long-life storage boxes
Exterior storage compartment lights
Roof ladder
¼-in. thick single pane windows
Heated water and holding tank compartments
Four 6v auxiliary batteries
2000 watt inverter
50-amp service
Prep for solar panel
Black holding tank flush system
Exterior rinse hose / shower
Water filter
110v exterior receptacle
110v / 12v converter
Undercoating
Digital high-def TV antenna
Cable ready TV
Two 15,000 BTU roof A/C systems with heat pumps
A/C roof ducted system for supply air
Roof ladder
Color back-up camera

Side view cameras activated by turn signals
Front cap protective film

Driver's Compartment

Ultra-Leather 6-way powered driver and passenger seats
Entry light in stepwell
Step switch and 12v disconnect switch
Lighted instrument panel
AM/FM stereo with CD player
In-dash navigation system
ICC courtesy lights
Engine brake
12v dash receptacle
USB ports
Dual dash fans
Tilt and telescoping steering wheel
Cruise control
Adjustable suspended fuel and brake pedals
Power full-width solar & privacy windshield shades
Manual driver and passenger solar & privacy shades
Adjustable seatbelt brackets at shoulder level
Fire extinguisher
Center console with single drawer

Living Area / Dinette

77-inch Ultra-Leather sofa-bed with queen air-coil mattress, DS
Ultra-Leather recliner with leg lift, DS
Ultra-Leather booth dinette/sleeper, PS
42-inch Smart TV, wall-mounted
Custom infrared repeater

Galley

Solid surface countertop
Solid surface backsplashes
Single bowl stainless steel kitchen sink
Single lever polished chrome sink faucet and sprayer
Solid surface sink covers
Microwave-convection oven
20 cu.ft.residential refrigerator
3-burner propane cooktop
Solid surface covers for cooktop
Fan-Tastic® power roof vent with 3-speed fan
Two sets of stacked drawers under countertop

Bath

Double medicine cabinet
Skylight in shower
Molded fiberglass one-piece shower with sliding vertical pole for mounted handheld sprayer
Fan-Tastic® power roof vent with 3-speed fan
Vanity top with lavatory and backsplash
Polished chrome faucet

Bedroom

Wardrobe with two automatic lights
Four OH storage cabinets in bed slide-out
Four OH storage cabinets in PS wall
Large storage closet plumbed for combo washer/dryer
Double closet with sliding mirror doors
Bed comforter with throw pillows
Sleeping pillows
Luxury vinyl tile

Memory foam king-size bed

Solar / privacy shades
Under bed storage
Night stands with 110v and USB outlets
Two built-in dressers with 4 drawers
Laundry hamper
32-inch Smart TV

General Interior

7-ft. ceilings
Soft touch vinyl ceilings
Medium Alder wood solid cabinet doors and drawer fronts
Cashmere interior décor
Brown sugar Ultra-Leather
Sea Oat luxury vinyl tile floors
Solid wood cabinet fascias
Flat panel hardwood cabinet doors
Ball bearing drawer slides
Wall-to-wall luxury vinyl tile flooring in kitchen, living area, bath & entry landing
Solar / privacy shades
LG entertainment system with DirecTV
Wall satellite receiver (subscription required)
Power roof vents
12v disconnect switch
Tank level monitoring system
Smoke detector
Carbon monoxide detector
LPG leak detector
Truma tankless, on-demand continuous hot water
Two ducted furnaces (one 30,000 BTU & one 35,000 BTU)

OPTIONAL FEATURES ON THIS COACH

Central vacuum system
Drop down OH bed
Electric fireplace
Prep for Winegard Connect
Combo washer/dryer

OTHER OPTIONAL FEATURES AVAILABLE

CB antenna
Winegard Connect
Gas oven
Dinette/Computer Workstation
Mocha classic cabinets
Malta floor tile

MEASUREMENTS

Wheelbase – 198"
Overall length – 34'10"
Overall height w/roof air – 12'10"
Interior height – 84"
Overall width – 101"
Interior width – 96"

WEIGHTS & CAPACITIES

GVWR – 28,000 lb.
Front GAWR – 10,000 lb.
Rear GAWR – 18,000 lb.
GCWR – 35,500 lb.
UVW – 22,740 lb.
CCC – 4,288 lb.
Towing capacity – 7,500 lb.

POWER TRAIN

Engine – 340 hp Cummins ISB turbo-charged, aftercooled 6.7 liter electronic diesel
Torque – 700 lb.-ft. at 1,800 rpm
Transmission – Allison 2500MH electronic six speed with lock-up
Tire Size – Michelin 255/80R22.5 XRV
Alternator – 130 amps

CHASSIS

Frame – PowerGlide Series
Frame Design – Straight rail
Anti-locking Braking System – WABCO 4M/4S ABS System
Suspension (front) – Hendrickson Air-Tek
Suspension (rear) – SAF Holland
Valid Air Leveling

CONSTRUCTION

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

ACCOMMODATIONS

Sleeps – 4 adults, 3 children (bedroom, 2; sofa sleeper, 2; PS dinette, 2 children; OH bunk, 1 child)
Fuel tank – 90 gallons
Freshwater – 70 gallons
Black water – 50 gallons
Grey water – 65 gallons
LPG tank – (30 gallons; can be filled to 80% capacity) – 24 gallons

MSRP

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

UVW

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

DEALERS

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

PLEASE NOTE

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

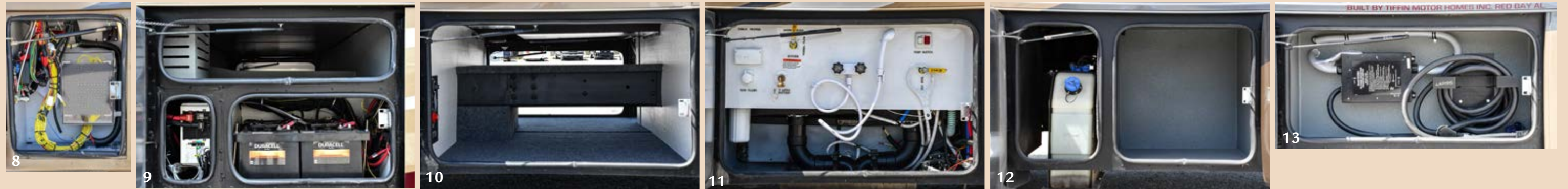
The Basement of the 2019 Allegro RED 340 33AL



To obtain a perspective for the top row of basement pictures, imagine that you are standing several feet away on the passenger side of the coach with the entry door on the right and the engine on the left. Moving from right to left, the LPG tank (1) is located just to the left of the entry door. The largest storage compartment (2) is bisected by the chassis rails. The vacuum cleaner is located in the third compartment (3) with several cubic feet of storage capacity. The compartment for the chassis batteries (4) has additional storage and an access door for changing filters. The last compartment (5) offers two convenient storage areas. The large strut-supported door lifts out of the way for easy access to all service points on the Cummins engine (6).



The image to the left shows the front cap extended to expose the 8kw Onan generator (7). Again, imagine you are standing several feet away from the driver side of the coach with the front cap on your left. The 12v battery panel (8) and front cap release are located in the compartment under the driver's seat. The next compartment (9) houses the inverter and the house batteries. Note the pass-through storage across the top. The third compartment (10) is the largest of the pass-through storage areas. Tiffin's utility bay (11) features an outdoor shower and the standard flush line for the black tank. The next compartment (12) contains the DEF tank and another large storage area. The 50-amp power supply (13) and surge protector are located in the last compartment.



Palm Springs

A WESTERN WINTER HAVEN TO PLAN FOR NOW!



IT'S SPRING, AND MANY *RIS* READERS ARE MIGRATING HOME FROM WINTERING GROUNDS IN WARMER CLIMATES. It may not seem timely to be thinking of next winter, at least until you unpack your Tiffin and settle in to your home. Whenever you spend winters in the sun, now is the time to consider doing something different, perhaps with fellow snowbird friends. A destination to consider is Palm Springs, California, which, with its six neighboring towns, is a richly exciting option. And the time to learn about and reserve a winter RV site in the Palm Springs/Coachella Valley (PS/CV) area is now. Amanda Vargas, general manager of the beautiful Emerald Desert RV Resort, was politely urgent about when to reserve for the upcoming winter in this sparkling, semi-urban desert. In January 2019, she commented, "The time to book 2019-20 RV sites is now. Here at Emerald Desert RV Resort we're already 20% booked through February of 2020. By September we're often booked solid through mid-April." Susan at Cathedral Palm RV Resort concurred, saying that people planning to arrive in January need to book a site six months in advance. There are about 15 RV parks in PS/CV. The two mentioned are centrally located and take longer-term rentals. This article will help you

explore a new winter alternative. Note also that there's still time to enjoy this spring in Palm Springs' beauty!

Snowbird winter migration west of the Rocky Mountains is somewhat synonymous with Palm Springs. Yes, the Colorado River along Arizona's western 'shore' is popular, as are Yuma and the outskirts of Phoenix and Tucson. But Palm Springs/Coachella Valley has enviable cachet because its scenic magnificence goes hand in hand with great cultural amenities and recreational diversity. The PS/CV area is quite compact, and is free from polluting smog and freeways. It is only 18 miles from Palm Springs at Coachella Valley's west end to La Quinta at the east. State Route 111 expressway connects them all. Each town has important attractions. The PS/CV area's major economic drivers are, by history and design, leisure, hospitality, and retail businesses. Visitors love the area's sunny, relaxed atmosphere.

This article will introduce you to the topography and history of Palm Springs-Coachella Valley, its pre-Anglo influences, and the highlights of Palm Springs and each neighboring town.

Text and photography by Suzanne Clemenz

The Lay of the Land

The Palm Springs area averages 300 sunny days annually. The climate is happily agreeable from mid-October through mid-May. If you miss the beauty of snow, just raise your eyes to the encircling towering mountain ranges. The Coachella Valley, a 45 by 15 mile area, runs northwest to southeast. The Little San Bernardino range is to the north and east. The San Jacinto and Santa Rosa ranges are to the west and south. Thirteen peaks in the San Jacinto Range reach over 10,000 feet. The latter two ranges plus San Gorgonio Mountain have very steep, rocky slopes with sparse vegetation. Mountain tops and upper slopes are covered with evergreen forests. South off I-10, San Jacinto Peak in the San Jacinto Range rises to 10,842 feet in the steepest escarpment in the lower 48 states. Even a short canyon hike exhibits the dramatic landscapes created by plate tectonics in this area.

The San Andreas Fault starts in the Salton Sea and runs along the Little San Bernardino Mountains, which are 4,000 to 5800 feet high. At the northwest end of the valley San Gorgonio Pass is the gateway to Los Angeles and the Pacific Ocean, only 100 miles west. The tall mountain behind the wind turbine farm is 11,503 foot San Gorgonio Mountain in the San Bernardino Range.

The Whitewater River drains Coachella Valley. In the last decade annual precipitation was from 1.42 to 6.68 inches. Surface water and water from the Alamo, New, and Whitewater Rivers flow to the land-locked Salton Sea southeast of the Valley. Centuries ago Coachella Lake, the Salton Sea's giant predecessor, sparkled here. Mountain runoff carves canyons with trickling streams, waterfalls, and enchanting oases lined with native California fan palms, *Washingtonia filifera*.

Traversing the Coachella Valley on I-10, you'd never guess that seven conjoined towns are close by to your south, tucked against the San Jacinto and Santa Rosa ranges. Their combined population is about 400,000. Driving east on SR 111 from Palm Springs, only signs beside the SR 111 expressway (Palm Canyon Drive) on the Valley's south side indicate that you're now in Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, or Indio. Each has intriguing attractions. Upscale shopping areas, palm treed neighborhoods, galleries, museums, dealerships for luxury cars and Tiffin motorhomes, excellent cuisine, events, entertainment, hiking trails, and countless golf and tennis resorts await you.

Palm Springs' downtown and contiguous uptown areas are walkable, happening delights. Palm Springs is famous for an abundance of mid-century modern architecture. You can book tours of original mid-century private residences and the homes

Palm Springs Aerial Tramway climbs to a Visitor Center with telescope decks front and back. Trails into San Jacinto State Park begin here.

♦ Keep busy putting unless pickleball, bocce, horseshoes, a driving range, and a gym near your RV distract you at Emerald Desert RV Resort. ♦ Many Coachella Valley neighborhoods are close to the San Jacinto or Santa Rosa Mountains, which provide beautiful views and afternoon shade.

of Hollywood entertainers. The world's second highest scenic tram ride, an extensive and wonder-filled airplane museum, and the Annenberg Foundation's inspiring estate are all worth visiting. More details later...

The Cahuilla Indians—Coachella Valley's Original Inhabitants

Scholars estimate that tens of millions of native peoples may have lived in the Americas in 1492. The count varies greatly because it is difficult to estimate populations not visited by pre-1500 explorers. Experts come closer to agreeing that by 1650,





Palm Springs visitors hike the Indian Canyons where Cahuilla Indians once earned a living.
♦ Andreas Canyon's streamside fibers were used many ways by the Cahuillas. Fields and slopes provided the meat and edible plants for their sustenance.

Cahuilla into 40 tight-knit, well-defined villages bound by language, intermarriage, ceremonies, dress, and customs. The Cahuillas were divided among the Western, Mountain, and Desert bands. Their language, in the Ute-Aztec family, existed in western Mexico and the western U.S., but is almost extinct now in the Coachella Valley.

The summer climate of Coachella Valley discouraged the Spanish and Mexican explorers for decades. Those conquistadors meted out harsh treatment to coastal tribes west of Coachella Valley's mountains. They imposed religion and conscripted workers. Spanish missions to the west had disbanded into immense land holdings distributed to wealthy Spaniards by the 1840s. The Cahuillas old enemy tribes from the Colorado River Valley and southern Utah resumed their periodic raids to the Coachella Valley and coastal Spanish/Mexican ranches, so ranch owners asked the Cahuillas to be militias, supplying them with horses and guns, and exposing them to agriculture. The Cahuilla, under legendary Chief Juan Antonio and his warriors, helped the rancho barons against all invaders, whether white men or Indians. But when the U.S. won California in the Mexican-American War, a cavalry general named J. H. Bean challenged the killing of any white men, even criminals, by Indians. Juan Antonio's band retreated over the pass to San Jacinto. An inquest was held by the coroner and the Los Angeles County



there were roughly six million native people left in the Western hemisphere. Smallpox and other Old World diseases decimated millions more people than the Europeans' often harsh subjugation did.

The Coachella Valley's extreme summer weather and sparse plant life did not hinder settlement by the Cahuilla (kaw-WEE-ya) Indian tribes at least 3,000 years ago, when the climate was cooler and wetter. They adapted with the times, mastering the natural resources of mountain canyons, oases, and slopes. They dug staircases down to water flowing below the surface, for example. By 1774 Spanish explorers de Anza and Martinez made contact with the Cahuillas and found the land undesirable. The 1960 book, *The Cahuilla Indians*, by Harry C. James divides the

Attorney which ruled in Juan Antonio's favor. Indians became U.S. citizens when California joined the United States in 1850.

Things began to change rapidly when the 1849 Sierra Nevada Gold Rush created an onslaught of Americans passing through the Coachella Valley's southern route to the gold fields. Some stampedees simply took possession of places like Cahuilla's farm fields and canyon streams that were the time-honored territory of specific Cahuilla bands. The Cahuilla made some money selling water from the streams, working as laborers, and growing food for the usurpers. While earning money as ranch hands or working on coastal fruit orchards, they had learned ranching and farming, but they still supported themselves as much as possible with traditional hunting and gleaning. A Ca-

huilla Indian, Antonio Garra, started planning a massive Indian uprising after California's new U.S. politicians in San Diego decided to impose a property tax on Indian lands. Juan Antonio, foreseeing the inevitability of U.S. dominance, rounded up Garra and turned him over to General Bean. Garra was shot as a traitor for plotting a massacre. General Bean and Juan Antonio later signed a treaty with the Commissioner of Indian Affairs granting the Cahuilla 35 by 40 miles of Coachella Valley land for their exclusive use. Although signed by all in good faith, the treaty was never ratified. Naturally the Cahuilla were bitter when the treaty was not upheld. Mormon settlers had started claiming the treaty lands. By now an old man, Juan Antonio had been brevetted a U.S. General and he also judged trials of Indians who had wronged white men. By all accounts his court was solemn, wise, and fair.

In 1862 a smallpox outbreak around Los Angeles was spread by people fleeing to the mountains to escape the illness. Juan Antonio was stricken, as Indians had not been vaccinated. He died alone in his cabin in San Timoteo Canyon, which was on his ally, Spaniard Jose del Carmen Lugo's, ranch. The Cahuilla bands were decimated by smallpox. In the following years Timoteo canyon was taken over by white settlers. Judge Benjamin Hayes wrote in his diary about Juan Antonio, after contemplating the flexed and faulted strength and beauty of the San Jacinto Mountains themselves: "There (Juan Antonio) was born 80 years ago, I have heard. Let it (the mountains) be his monument. Chief, whose stern deeds are all the history thy people have, or all till now been told of them."

Statehood and the Railroad

Mexico declared independence from Spain in 1821. The 1846–48 Mexican-American War granted the U.S. certain Mexican lands that are now parts of California, Colorado, Arizona, New Mexico, Wyoming, Utah, and Nevada. Spanish and Mexican landowners in Alta California were granted U.S. citizenship. When Juan Antonio died in 1853 the Coachella Valley was experiencing an influx of settlers. Cotton, grapes, dates, citrus, and onions were planted, using artesian wells from an underlying aquifer.

The U.S. government was eager to connect both coasts, and provided incentives for railroads to be built. The Feds created a checkerboard pattern of public lands that gave railroads odd-numbered 640-acre sections, while the government retained even-numbered sections. When President Ulysses S. Grant finally honored the land treaty that Juan Antonio had signed, the Agua Caliente (hot water) Indian Reservation was created in the Coachella Valley for the Cahuilla. Today, many businesses, structures, and even neighborhoods in the Coachella Valley are on land originally leased to settlers and developers or developed by the Cahuilla Indians. But for decades the Cahuillas were prohibited from creating income on their lands. A woman writer from New England was instrumental in raising public awareness of the plight of Indian tribes all over the country. Her evolution from a poet to a woman with a cause is relevant to the Cahuillas.

One Woman's Indignation Sparks Eventual Change

Helen Maria Fiske was born in Amherst, Massachusetts, and began writing poetry after losing her husband, Edward Hunt, and their two young sons. Five of her poetry books plus children's literature and travel books were published. Health issues then prompted a move to Colorado, where Helen Hunt married William Jackson in 1875. Inspired by a speech by Chief Standing Bear, she extensively researched the plight of Native Americans. Her book, *A Century of Dishonor*, catalogued the many injustices and broken promises endured by America's native peoples. This led to the 1881 creation of the Indian Rights Association which existed until 1994. The group monitored the Bureau of Indian Affairs, lobbied congress, helped develop policies, and interacted with Indian Reservations to observe health care needs, living conditions, and other relevant issues. Jackson was appointed an Interior Department agent, assigned to study and report on California's Mission tribes. Disappointed that her book was not more widely read, Helen Hunt Jackson decided to write a romantic novel set in the Mission tribal lands. That book was *Ramona*, inspired by what Harriet Beecher Stowe's *Uncle Tom's Cabin* had done for black Americans. *Ramona* was published in 1884 and both it and *A Century of Dishonor* have never been out of print. *Ramona* has been reprinted some 300 times. Hollywood produced movies of *Ramona* in 1910, 1916, 1926, and 1938. Tourists began to travel to southern California seeking settings of episodes from the book. Several towns and cities, plus the Coachella Valley Cahuillas, claimed to be the home of what Jackson said was a fictional character. Hunt-Jackson's books instigated some improvements for American Indians' health and lives. The Cahuilla began a decades-long process to enable full use of their land, with milestones in 1891 from Congress, and in 1944 from the Supreme Court. Finally an Equalization Law signed by President Eisenhower in 1959 enabled tribes to profit from their lands and develop 99 year leases. Fortuitously, the advent of air conditioning after WWII helped make PS/CV desirable for year-round residential living.

The Cahuillas have done well with their 32,000 acres of the checkerboard, 6,700 of which are inside Palm Springs' city limits. Development is on leased land, usually for 65 years, and with no chance of ownership. The Cahuilla have been good stewards of their lands. According to an old Washington Post article, "The Indians, with their wealth, keep a low profile, take pains not to abuse the freedoms they have, and are highly respected for their business acumen." A U.S. 2010 census update estimated 326 registered Indians in Palm Springs.

To experience a bit of the Cahuilla's original lifestyle, hike the three magical Indian Canyons south of town—Palm, Andreas, and Murray. Observe the natural resources the Cahuillas used, sustainably, for several thousand years. Enjoy the Visitor Center at Tahquitz Canyon before hiking the trail upslope to the waterfall, and look for rock art. Ranger-led hikes in all the canyons create a deeper appreciation. Hike in and out of oases at Coachella Valley National Wildlife Refuge in Thousand Palms



Tahquitz Canyon's contorted, fascinating walls are granite born of shifts in the Pacific and North American tectonic plates. ♦ Palm Springs Walk of Stars includes crooner Frank Sinatra.

McCallum spent \$60,000 on a 19-mile ditch/aqueduct from the Whitewater River to grow oranges, grapes, apricots, and alfalfa. But settlers were frequently ill and their farms failed, as did their payments to McCallum. One son died. McCallum's farm failed. Another son died, and then McCallum. Eventually McCallum's beloved daughter Pearl sold off property bit by bit, but brilliantly held onto Palm Canyon Drive frontage. The Frank Lloyd Wright Oasis Hotel that she commissioned was the first of 17 structures she built. The Tennis Club, finished in 1937, attracted Hollywood and business superstars. By her death in 1966 at age 87 she had created the McCallum Foundation, which had awarded \$14,500,000 in grants to PS/CV causes. Dr. Welwood Murray built the Palm Springs Hotel in 1886, foreshadowing today's numerous resorts. Among those to follow, The Desert Inn became a favorite of such Hollywood stars as Marlene Dietrich, Bob Hope, and Frank Sinatra, as well as business magnates and European royalty.

The climate was perfect and land was available in the Coachella Valley in WWII for the training of General George S. Patton's North Africa invasion troops and a military airfield. That airfield, now Palm Springs International Airport, was the first major purchase of land from the Cahuillas. A General Patton Memorial Museum is one hour east off I-10 in Chiriaco Summit.

Palm Springs' growth burgeoned eastward down the valley, as tourist attractions lured visitors to a land of air-conditioned homes with an indoor-outdoor orientation and lofty mountain views. Resorts with golf courses, tennis courts, and live entertainment sprang up everywhere. Bob Hope, Dean Martin, Loretta Young, Lucille Ball, Dinah Shore, Liberace, and many other Hollywood legends built homes or came to party. Elvis and Priscilla Presley honeymooned here. Today's stars, including Leonardo DiCaprio, Halle Berry, and Gwen Stefani, have homes in Palm Springs.

Much of Palm Springs was built in the 1950s and 60s, when the mid-century modern architectural style was dominant. No place anywhere has more mid-century modern buildings.

Palm Springs thrived for several decades, aged for a while, and is currently being reborn. There are about 48,000 citizens living in Palm Springs' 94 square miles. Downtown, with its colorful restaurants, shops, music, galleries, and museums is hopping with visitors of every age. The city embraces its Cahuilla heritage with a stunning new Aqua Caliente Cultural Museum that will cover an entire city block by 2020. The Museum will display cultural collections of basketry, pottery, and tools. The property's 'aqua caliente' (hot mineral springs) will become a Spa & Bathhouse. Outdoor paths will weave along a stream bordered with native fan palm trees and ancestral-type thatched palm dwellings, demonstrating the environment Cahuillas used so astutely in their village lives.

north of I-10. Google 'Palm Springs Hiking Trails' for more local trails. Enjoy the Cahuilla-owned Indian Canyons Golf Resort's two courses, attend the annual March Native FilmFest, or spend time at the Cahuilla's Spa Resort Casino with its gaming and daily live shows. Learn more about this resilient tribe at the Agua Caliente Cultural Museum downtown, which will be moving to a magnificent, greatly expanded new cultural center nearby in 2020.

Palm Springs Metamorphosis

Palm Springs' hot mineral springs were mapped in 1853 by a government survey party. The first Anglo settler was a San Francisco judge, John Guthrie McCallum, and his family, who moved to Palm Springs seeking a healing climate for their tubercular son. McCallum purchased land from the Union Pacific RR, eventually totaling 1,767 acres. With friends he surveyed a township, 'Palm Valley,' and auctioned off 137 parcels, grossing \$50,000. He promised "an absolute cure for all pulmonary and kindred diseases." This land is now the heart of Palm Springs.



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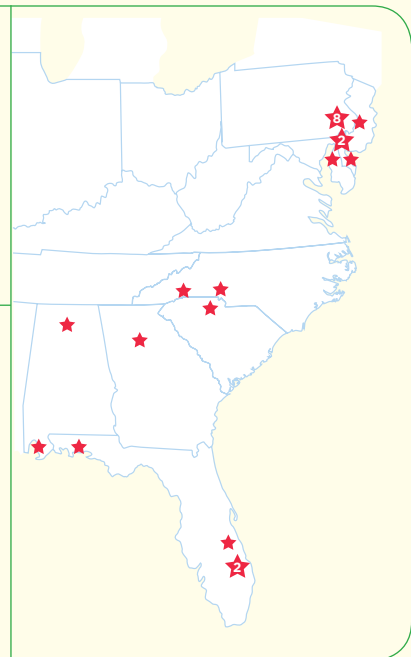


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What You Can Enjoy in the Coachella Valley

Now let's wander east down the valley, highlighting what's special in each town along the way.

PALM SPRINGS

The revitalization of downtown Palm Springs has pushed northward into the **Uptown Design District** on North Palm Canyon Drive. Here you can wallow in mid-century modern furnishings, décor, fine art, antiques, and boutiques, as well as some very fine dining, cafes, and gift and novelty shops. *Architec-*



Revel Public House in downtown Palm Springs has free-range meats, many beers, live entertainment, and an upbeat atmosphere. We enjoyed Cioppio, a seafood stew with calamari, shrimp, fish, mussels, and clams in a tomato fennel broth. ♦ Palm Springs 533 Viet Fusion restaurant has a luscious menu with items like this Vietnamese Crepe with shrimp, lemongrass pork, and veggies.

tural Digest christened Palm Springs “Mod Mecca,” and Uptown is the beating heart of that fervor. Each February the city celebrates 11 days of Palm Springs Modernism Week. This wildly popular event features the **Modernism Show & Sale** of furnishings and décor, plus the Palm Springs Fine Art Fair featuring post-war and modern art. The shops are there to enjoy year ‘round, Uptown or Downtown, and you can eat somewhere different at every meal. Revel Public House, Lulu’s, Brickhouse, and Tommy Bahamas are downtown food faves; 533 Viet Fu-

sion and popular Elmer’s are beyond downtown, after Hwy. 111 turns east. For an elegant meal where the food and the view are extraordinary, dine at the **4 Saints Restaurant** atop the Rowan Hotel downtown.

Architectural tour companies offer various van or bus trips with tour names such as Five Star Adventure Tours’ “Mods & Icons.” Palm Springs Mod Squad provides knowledgeable input for ‘The Essential Palm Springs Tour,’ which takes you inside several Mid-century homes as well as driving by the best mid-century neighborhoods, stars’ homes, and commercial build-



Coachella Valley from Palm Springs Aerial Tramway shows Palm Springs close below and Salton Sea at far right. ♦ Palm Springs Aerial Tramway ascends 5,873 feet in 15 minutes, the world’s second highest scenic tram ride. A visitor center, trails, telescope decks, and San Jacinto State Park are at the 8,516-foot terminal.

ings. Palm Springs Celebrity Tours’ has five scheduled tours plus custom tours.

The Palm Springs Historical Society leads nine different walking tours in the course of a week, some more than once. Each is 2-2.5 hours long.

The most famous excursion is the **Palm Springs Aerial Tramway**—a must-do short adventure. It takes you in an enclosed, rotating 80-passenger tram from the Valley Station, at 2,643 ft. elevation, to Mountain Station at 8,516 ft. elevation.

In ten minutes you'll pass through five biological life zones. The rock faces and valley views are dramatic, especially at sunset. Up top the Visitor Center has natural history movies and displays, a banquet room, gift shop, decks with telescopes, a café, and an excellent restaurant. Out back you enter San Jacinto State Park and 50 miles of trails. You can rent equipment for snow play, walk the ¾-mile hilly Discovery Nature Trail and other trails, or get a wilderness permit and go camping. The tram is closed during bad weather.

Visitors love the **Villagefest** street fair every Thursday from



Palm Springs Art Museum's galleries are anchored visually by Dale Chihuly's colorful glass sculpture. Art is displayed in an airy, uncrowded way. ♦ Palm Springs Art Museum owns some 2000 pieces of art and artifacts from Californian, Southwestern, and Western tribes.

6–10 p.m. October through May, and 7–10 p.m. in summer. Entertainers, food and produce vendors, crafts, art, and flowers add to Palm Springs' already alive downtown.

The **Palm Springs Art Museum** is simply fantastic, and each work of art is given ample space. Downstairs are exhibits and a sculpture garden, plus the Annenburg Theater and a Bistro. The **Architecture and Design Center**, an extension of the museum, is located at nearby 300 South Palm Canyon. It has drawings, photographs, models, and other archival collections from

legendary architects L.J. Cella, Albert Frey, E. Stewart Williams, Elrod/Harold Broderick, and Hugh Kaptur.

Visit the must-see **Backstreet Art District** off East Palm Canyon on South Cherokee Way during their first Wednesdays 5–8 p.m. studio tours. Chat with the artists as they work.

A stellar attraction is the **Palm Springs Air Museum**. It houses one of the world's largest collections of U.S. WWII aircraft. Each is restored, gleaming, and surrounded by numerous displays of WWII military memorabilia. The large, highly detailed scale models of Navy ships are equally fascinating. Vet-



Palm Springs Air Museum displays this iconic WWII P-51 Mustang *Bunny*, which served in almost every war theater. Rides are offered. ♦ B-17s were fast, high-flying, long-range bombers with heavy defensive guns. For three years, they bombed German war industries and military targets.

erans serve as enthused docents. One huge hangar has Vietnam war aircraft and displays. Another has fighter planes from the Pacific Theater, plus Flying Tiger planes and related displays. A riveting Pearl Harbor diorama with programmed lights illustrates the sequence of that attack, and a gripping audio narration tells the full scope of that "Day of Infamy." Outside the museum there are other war planes plus a cockpit with partial fuselage that you can enter. It takes almost a full day to do justice to this must-see museum.

You can book **Hummertours** to visit and learn about the San Andreas Fault. Spend an hour exploring **Moorten Botanical Garden & Cactarium's** greenhouse and their outdoor collection of the craziest desert plants imaginable. Learn about wind turbines with **Palm Springs Windmill Tours**.

In January of 2019 the annual **Palm Springs International Film Festival** showed 223 movies from 78 countries. Films of every genre are included—even old classics. There is an awards ceremony and yes, many Hollywood stars attend. A separate



The River at Rancho Mirage has shopping, a theater, and a dozen waterside eateries. ♦ Sunnylands (the Annenberg estate) has free yoga on the lawn every Friday, November–April. It also has music and frequent plein-air painting sessions.

event is the **Palm Springs International ShortFest**, with 325 short films from some 100 countries. This year's dates are June 18 through June 24. It has panels, master classes, and roundtable discussions. Purchase tickets for either festival online.

You'll discover more attractions in Palm Springs itself, but let's

cream the crop of the six cities driving southeast on S.R. 111 (*East Palm Canyon Drive*.) It's safe to say they all have golf and tennis, resorts, and great dining. Here are some unique enticements.

CATHEDRAL CITY

'Cat City' began as a Palm Springs subdivision in 1925. It was incorporated in 1981 and renovated its downtown in 1990, with the **Mary Pickford D'Place Entertainment** venue anchoring The Plaza next to City Hall. Some Pickford's theater seating is in reclining chairs, others in immersive *D-Box* chairs that respond physically to the movie. Food is delivered to your seat. The front lawn hosts picnics, festivals with entertainment, and community fairs. The Plaza's whimsical **Fountain of Life 'sprayground'** lures both kids and the young at heart.

Cat City's motto is "Where art lives." The **Perez Road Art & Design District's** 15 warehouse-style venues mix galleries with midcentury modern shopping for furniture, paintings, sculptures, lighting, glass art, and other imaginative items. **Agnes Pelton Society and House** on F Street is the historic 1932 home of one of the first desert modernist painters. Enjoy its annual home and garden tours. **La Tablita** on East Palm Canyon Drive offers deliciously authentic Mexican cuisine. Savor the house special *Birria de Borrego*, a shredded lamb stew with fresh tomatillo-guajillo sauce. Cat City resorts include the **Welk Desert Oasis**, **Doubletree** by Hilton Hotel Golf Resort, **Cimarron Golf Resort**, and others.

RANCHO MIRAGE

It's not a mirage. That *is* the **Rancho Mirage Observatory** smack dab beside SR-111 next to the library. Its research-grade CDK 700 telescope penetrates distant galaxies and deep space. Check online for stargazing party dates. Book a tour or ask the full-time astronomer questions. Bring your own telescope or use theirs. Desert skies are extra clear.

Another stellar stopping place is the **Sunnylands Center & Gardens** on the historic estate of U.S. Ambassadors **Walter and Lenore Annenberg** (of the Annenberg Foundation). Meetings between U.S. Presidents and world leaders took place here for decades. Invited dignitaries, business heads, and Hollywood guests stay in casitas beside the 9-hole golf course. Explore the Visitor Center, take a free 45-minute tour of the property, a guided bird walk, dine at the café, or sign up well in advance to visit the mid-century Annenberg home. Join free outdoor yoga classes on the Great Lawn and walk the 9-acre desert garden. It's exhilarating!

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PHOTO BY SAIMAD

Palm Desert branch, Palm Springs Art Museum, includes sculptor Duane Hanson's 'Old couple on a bench' in polychromed bronze and mixed media. ♦ Palm Desert's Living Desert Zoo & Gardens has a

carousel, a miniature train town, a petting kraal, lorikeet feeding, cafes--and lots of exotic animals. ♦ The Indian Wells Tennis Garden hosts the annual BNP Paribas Open.

The River at Rancho Mirage shopping center flanks a sparkling waterway. Enjoy fine stores and shops, great dining, happy hour at the Drink Eatery + Bar, taking in a movie, and several annual live music events. Wally's Desert Turtle Restaurant is nearby with a 40 year history of locally sourced, toothsome organic food and nightly music. Children's Discovery Museum of the Desert has hands-on learning activities.

Gently kick tires at Desert European Motorcars, dealers for Porsche, Bentley, Land Rover, Rolls Royce, BMW, Audi, Lamborghini, Jaguar, Aston Martin, and McLaren.

PALM DESERT

In the 1940s brothers and town founders Randall and Cliff Hendersen envisioned a resort community in the desert. Shad-ow Mountain Club was just the first of the many fine golf resorts, lodges, inns, and hotels that Hollywood and visitors loved. El Paseo Shopping District is literally the "Rodeo Drive of the Desert." Enjoy the finest shops and galleries and walk to fine dining. Palm Springs Art Museum in Palm Desert has rotating contemporary art exhibits, concerts, and a sculpture garden. The Living Desert Zoo and Gardens has animals from global deserts housed in natural habitats, a free shuttle you can hop on and off, the Tenny Wildlife Hospital, and botanical gardens.

You can feed a giraffe or ride a camel. Emerald Desert RV Resort provides spacious RV sites, rental villas for your visitors, pickleball courts, a putting green and driving range, membership access to the private Avondale Golf Club, a well-equipped gym, doggie parks, a spacious pool and patio, lots of shade trees, and monitored indoor storage for a car or to leave your RV for the winter. Though not a membership park, it has all the perks!

INDIAN WELLS

Indian Wells is synonymous with tennis. Owned by part-time resident and Oracle CEO Larry Ellison, Indian Wells Tennis Garden hosts the annual BNP Paribas Open. It is the largest combined WTA and ATP World Tour event. Its two larger stadiums seat 16,100 and 8,000. It also hosts the Indian Wells Art Festival and separate Music Festival. A fitness center and tennis membership programs are available, as are volunteer opportunities during the Paribas Open.

Indian Wells has six residential country clubs, including the 36-hole Indian Wells Golf Resort. President Eisenhower and Robert Kardashian had private estates here, and City Hall has a beautiful Eisenhower Walk of Honor. Great dining opportunities abound, including Frank's Place, which took Rat Pack-era supper clubs with nightly entertainment as its inspiration.

INDIO


Indio's **Coachella Valley Music & Arts Festival** is a current phenomenon, scheduled for the second and third weekends of April, 2019. Over 100 acts complement diverse headliners like Ariana Grande, Childish Gambino, and Tame Impala. Expect giant, large-scale art installations, too. The Festival is held at the **Empire Club Polo**, and you can watch polo live on Sundays, January–March, plus Friday evenings, February–March. And because you can't visit the Coachella Valley without drinking a milkshake featuring locally-grown dates, **The Café at Shields** is *the* place. Floyd and Bess Shields started the farm in 1924. Relax on the shaded patio with their huge breakfast and lunch menus. The Shields Signature Date Burger is a delectable treat. Do the date groves, the store, and the movie, "Romance and Sex Lives of the Date." For real! Don't miss the nine beautiful **downtown murals** about Indio history and the **Coachella Valley History Museum**.

LA QUINTA

Business heir Walter H. Morgan purchased 1400 acres here in 1926, and 45 acres became **La Quinta Resort & Club** (a Waldorf

Astoria Resort,) and sister resort **PGA West**. These magnificent facilities are home to the PGA's **annual January Desert Classic Golf Tournament**. Fans from around the world come to watch the world's best pro golfers in five rounds. There are almost 20 semi-private and eight private tennis clubs or courts in Palm Springs/Coachella Valley.

• • • •

There's an abundance of discoveries even in Palm Springs/Coachella Valley's warmer months that you can enjoy in air-conditioned comfort or by getting up before sunrise and being outside early. Google *palm springs weather highlights month* and judge for yourself. Remember that very low humidity makes temps feel cooler than in humid climates. Even May and October have barely 10% humidity. Resorts, even lovely RV resorts, are a wonderful destination for anniversary or wedding celebrations. Contact the Palm Springs Visitor's Bureau at visitgreater-palmsprings.com and ask them to send a packet of info on the PS/CV area, including their list of RV parks. Then do something different-- explore new experiences for winter and spring in this exhilarating area. 

DAY TRIPS FROM THE COACHELLA VALLEY

Joshua Tree National Park is an hour's drive from Palm Springs. The landscapes of the park are bizarre. A combination of cacti surround contorted Joshua Trees, and flowers called red birds perch atop multiple slender legs of the octopus-like ocotillos in spring. Somewhat columnar tan outcroppings of granite tempt rock climbers, even in campgrounds, and other rectangular rock outcroppings look like toddler's blocks. Joshua Trees are a type of yucca that live over 500 years and average 20 feet tall. Other plants include the deceptively cuddly-looking Teddy Bear, many cacti with neon-hued flowers, and gorgeous wild flowers from February to May (Google *Joshua Tree wildflower photos*.) There are many hiking trails into the park's mountains.

No food or water is available in the park, and 35 feet is the maximum campsite length. Bring your camera or you'll think you imagined it all.

Anza Borrego State Park, at over 600,000 acres, is the largest of California's state parks. Good roads transect its western mountains, heading east-west toward the park's flatter Borrego Valley and Borrego Badlands. DiGiorgio and Borrego Valley Roads are north-south. Since wildflowers are the special attraction of the park, these roads are easily accessible and some years have profusions of blossoms. Blooms appear February to mid-April, with the first week of March often being the peak. RV sites are 35 feet max. Parks in Borrego Springs have larger sites.



What's New In Genetic Testing

by Dr. John Pilarczyk

Genetic testing for breeds and hereditary disorders has become commonplace in today's medicine. Such testing is now available to veterinarians, breeders, and pet owners. Companies began marketing genetic tests to assist breeders and veterinarians in determining a dog or cat's ancestry. Recently, the testing panels have been expanded to include tests for genetic markers to help identify various disorders in dogs.

Testing can help breeders identify markers that may lead to certain diseases. Not only will testing help by pinpointing markers for diseases, genetic testing can now also provide identification of good traits that the breeder may be seeking in their breeding plan, such as coat color and the average size expected for a specific breed.

Genetic testing does not constitute a diagnosis, but may help the veterinarian see what his or her patient is susceptible to when considering different diseases. Most people are interested in ancestry, especially in mixed breed dogs and cats. However, the amount of information from genetic test panels can be overwhelming to the owner and breeder. Working with a veterinarian can clear up some of the confusion that may result.

Too much information can become worrisome and not needed. At this time, the best use for these genetic testing panels is to concentrate on specific markers that are important to your specific breed. Traits such as size can help in determining nutrition for a pet or whether it would be good in agility. Just because your pet has certain markers for a disease does not mean it definitely will come down with that disease.

The companies that offer breed identification and genetic disorder markers are Mars Veterinary and Embark, which has

ties with the Cornell College of Veterinary Medicine. The genetic testing by Mars for breed identity runs \$84.99, while the testing for breed and disease runs \$149.99. It is called the wisdom panel. The Embark panel runs \$129 for breed identity, and \$199 for the comprehensive panel.

A lot of these genetic markers are being used to explore behavioral tendencies and to assist in finding effective training methods to correct or promote certain behavior.

Many of you might want to just satisfy your curiosity. You can order a DNA kit online that will allow you to take a swab from your dog's cheek. The sample of cheek cells is then sent to the lab for sequencing. They compare the DNA sample to a database for purebred dogs to look for matches. The percentage of each parent breed is worked out and a report is sent to you.

It is best to select the lab that has the largest data base so that you get a better approximation of your breed. The DNA kits available to owners do not give you information on genetic disorders. Testing for genetic disorders or disease requires the test kits mentioned above.

Some of the genetic diseases found in dogs are :

- 1) Allergic skin disease, seen in Labradors, Golden Retrievers, Terriers, and Schnauzers, to name a few.
- 2) Canine hip dysplasia, often found in German Shepherds, Labradors, Golden Retrievers, and Rottweilers.
- 3) Brachycephalic Obstructive Airway Syndrome, seen in Bulldogs, Pugs, and French Bulldogs.
- 4) Cranial cruciate disease, found mainly in Rottweilers.
- 5) Von Willebrand disease, a blood disease sometimes seen in Doberman Pinschers.
- 6) Certain cancers such as mast cell tumors, lymphoma, and osteosarcoma.

Some of the genetic diseases seen in cats include:

- 1) Feline urinary tract disease.
- 2) Diabetes, seen in Burmese, Russian Blue, and Abyssinian cat breeds.
- 3) Cardiomyopathy, as seen in Rag Doll and Maine Coon cats.
- 4) Lymphocytic inflammatory disease, seen in Siamese cats and other Asian breeds.

There are many more genetically related diseases, but these are the most common. You see how genetic testing can help in the diagnosis and treatment of diseases in dogs and cats. Progress in genetic testing over the next few years will result in even better treatment, diagnosis, and prevention of disease to advance the health of our pets.

Happy Travels, John & Kay

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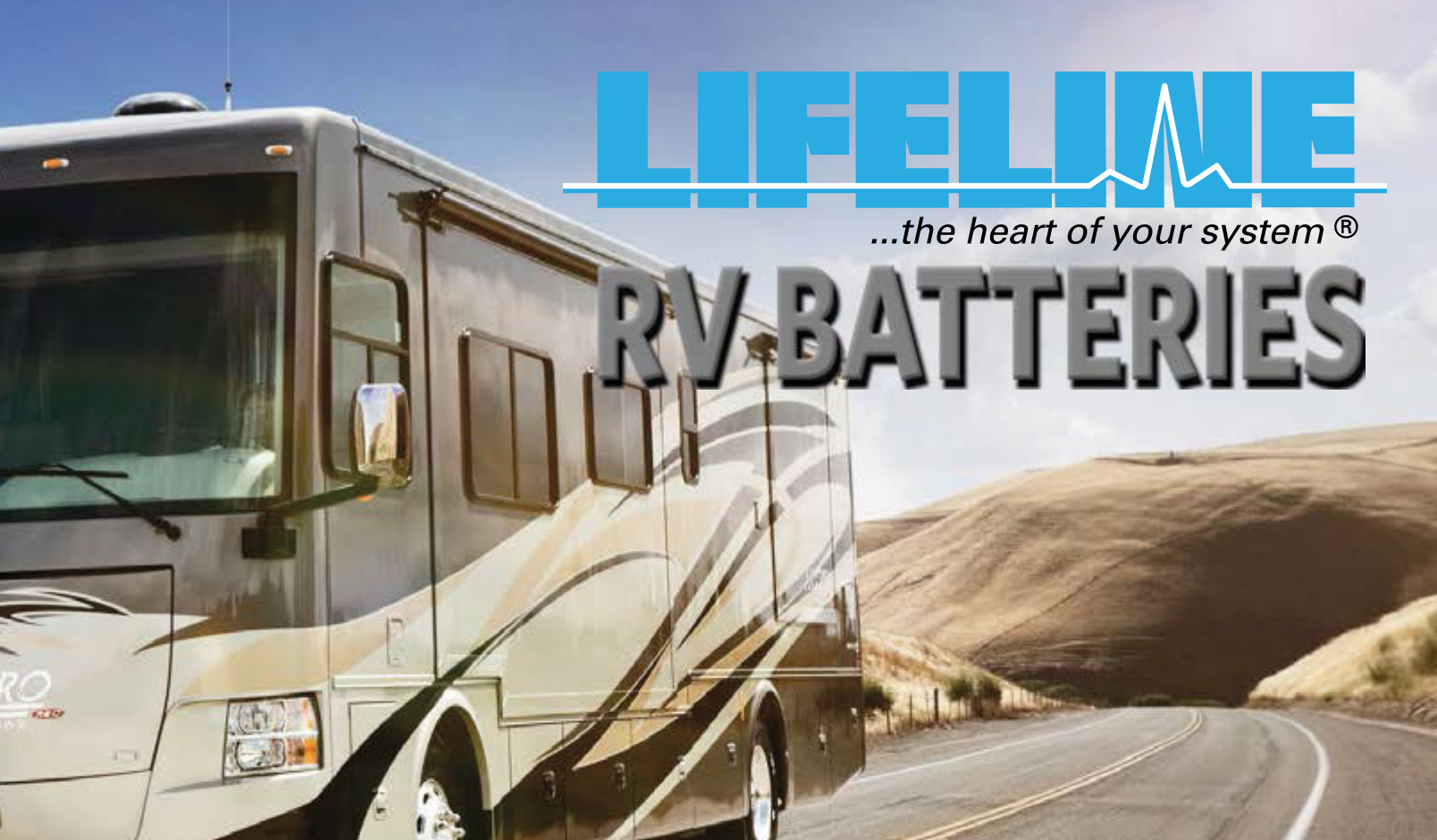
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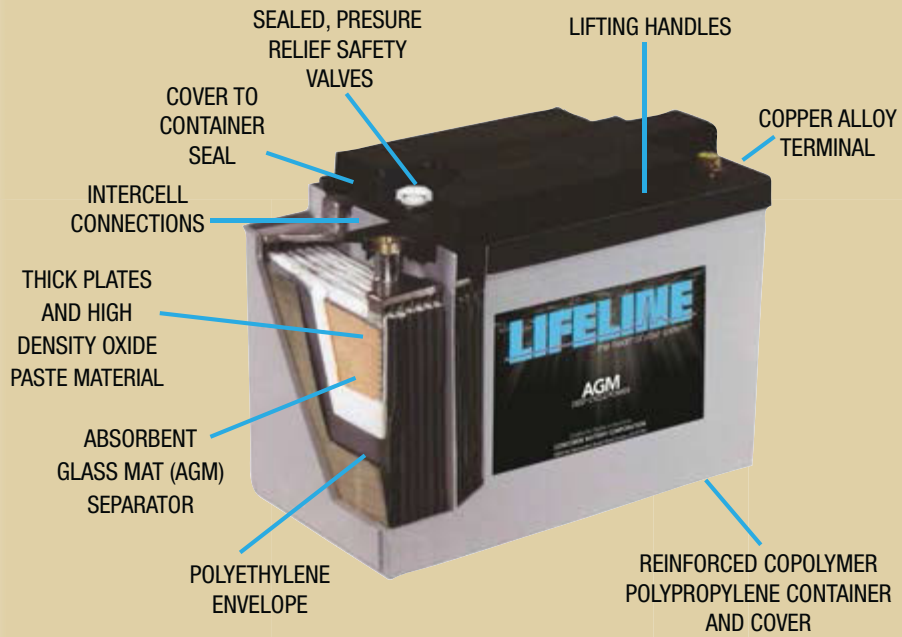


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Randy Patterson

WORKING WITH A GREAT TEAM IN THE TIFFIN WELDING SHOP

Text and photography by Fred Thompson

“I grew up all over northern Mississippi,” Randy began. He is a quiet and modest man who seemed a little surprised to learn that Bob Tiffin wanted to feature him as a member of the Tiffin Management Team. “We moved to the Golden area (six miles east of Red Bay) in the late eighties and I got my first real job training as a welder at Big Bee Metals in Tremont. We made bush hogs and other custom-built farm equipment. The company is still there.”

Randy came to work for Tiffin Motorhomes in 1991 and started in the welding shop making hitches and trusses. “The shop had about 30 employees,” he recalled. “We had a pretty simple assembly line getting the chassis ready to go into the manufacturing plant. We were using Ford and Chevy chassis for the gas motorhomes and Freightliner for the diesels. At that time, the motorhomes did not have slide-outs.”

After several years on the welding assembly line, Randy was promoted to utility man, a job that requires the welder to work in any position on the assembly line to fill in for workers who call in sick, have doctor’s appointments, or family matters to take care of. “I worked as the utility man for 10 years,” he said.

Starting with the superstructure assembled and welded on a flat table (below), the shop team will attach it to the naked chassis with a Cummins engine and add many pieces of bracing and infrastructure before delivering it to the assembly line to build the motorhome (below right).



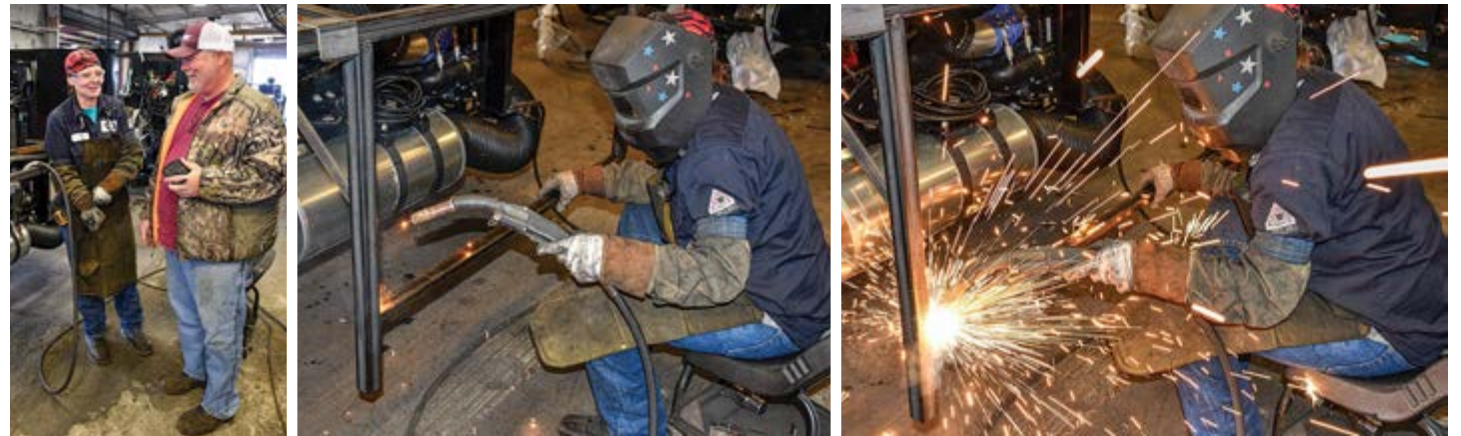
“Today, we have 46 employees in the welding shop and two full-time utility men.”

With 20 years of experience, Randy was offered the position of supervisor of the welding shop in February 2011. “When a chassis comes out of the welding shop and is sent to the manufacturing line, I am responsible for everything in the sub-floor except the plumbing,” he said with a slight smile. “We install the Onan generators, the house and chassis batteries, the Aqua-Hot hydronic heating equipment, the HWH hydraulic slide-out systems, and the HWH jacks. I am really thankful that our 46 employees have my back. Our team members have an average of 12 years of experience.”

“All of the welders in our shop are a close-knit group,” Randy continued. “They all know their jobs really well and help each other whenever needed. We are each of equal importance in building the sub-floor system. A painter and a 30-year welder are both links in the chain. It takes everyone in our shop to complete the job. A critical part of the build process is making sure the sub-floor is perfectly level on the chassis.”

On an off-line platform, Tim Umfress, with the assistance of two helpers, welds together up to 13 sub-floor assemblies a day, each with 60 to a 100 pre-cut pieces. Tim has been building sub-floor assemblies for 19 years.

“We have to fill four to five positions a year in the welding



shop as employees retire, move to a new position in the company, or move away,” Randy explained. “In interviewing, I look for a person who will be here for the foreseeable future and has a good work history in welding manufacturing. However, we do train. I give younger guys a ‘free pass’ if they have a desire to learn, a good attitude, and a clean personal record. I was young once and I want to give young people a chance to become a skilled welder and make a good living.”

In reflecting on his 28 years with Tiffin Motorhomes, Randy

Randy chats with Deanna Bohannon as she gets ready to make a weld on the steel frame that will support the side skirts on an Allegro Bus.

recalled the changes that were challenges. “Slide-outs were the first big change in the welding shop. They were introduced in the late nineties. Then came the Hydro-Hot heating system and we had to learn to run the plumbing lines. The manufacturing production line put in the heat exchangers. Switching from all-electric jacks to all-hydraulic jacks was a big changeover. We use



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Stacy Epps, inventory coordinator, and Bob Lambert, purchasing agent, work closely with Randy daily to manage the production of the welding shop.

HWH jacks which are very dependable. When Paul Hanser, HWH's president, makes a visit to the Tiffin plant, he always comes by the welding shop to see how we are doing."

The welding shop with the design assistance of Don Hall at Sun-Air Products in Belmont, Mississippi, developed the steel slide-out for the Onan generators that are mounted in the front of the Phaeton, Allegro Bus, and Zephyr. "The welding shop is justly proud of their work in developing

that system," Randy said.

Randy was quick to point out the contributions of the office staff in making the welding shop a success on a regular basis. "I have a really good support staff," he noted. "Bob Lambert does all of the purchasing for our shop. Most of our steel comes out of West Memphis, Arkansas. We get two to three shipments a week. "Stacy Epps is our SAP software person who integrates our operation into the Tiffin inventory. At the end of the day, she

can create a report of exactly what we have used from our steel and materials inventory in both dollars and units," he said.

"I really have enjoyed the 28 years I have worked at Tiffin Motorhomes," Randy said. "It is a good company to work for. Bob Tiffin is good to all of our employees, treating them fairly and with respect."

Randy and Mary Ann Patterson live in the country near Golden, Mississippi, a village just a few miles from the Alabama-Mississippi line. The couple met at Walker Missionary Baptist Church.

"I knew I would marry Randy the first time I saw him, but he played hard to get for a few years," she laughed. Her parents live just five minutes away in the house where she grew up. In 1997 Mary Ann received her first Associates of Applied Science degree in drafting and design from Itawamba Community College and accepted a position with the Schnadig Corporation in Belmont, Mississippi. Her position was product development engineer and packaging coordinator.

"Schnadig made household furniture that was designed in the U.S. and manu-



The Pattersons enjoy their spacious yard and the privacy of their country home on five acres.


The highlight of their travels last year was a one-week vacation in Washington D.C. Lakyn's favorite place was the Air & Space Museum.

factured overseas,” Mary Ann explained. “My job was compliance assurance by the manufacturers to Schnadig’s furniture design specifications. The job required frequent travel to the contracted manufacturing facilities primarily located in India and China, but also to Indonesia, Taiwan, Vietnam, Hong Kong, and Japan.” In 2008, Schnadig closed their Belmont offices, moving the design and management operations overseas as well. A federal law requires companies moving their operations overseas to provide the necessary funds for education and retraining employees whose jobs are eliminated.

Mary Ann enrolled at Northeast Community College in Booneville, Mississippi, to earn her second associates degree in medical laboratory technology. She is now working at the Red Bay Hospital which is owned and operated by Huntsville Hospital Health System-Shoals, LLC d/b/a Helen Keller Hospital.

“What happened really was not a bad situation for us,” she said. “We wanted to start a family, but the Lord knew the time was not right. With less travel and new job opportunities in the medical field that would be closer to home, we put our family plans on the front burner and Lakyn was born in 2010. She is now eight and in the second grade.”

The Pattersons worship with the Walker Missionary Baptist Church where they met nearly 30 years ago. This year Lakyn is playing the role of an angel in the church’s Easter play. The family’s vacation last year took them to Washington, D.C. to visit Smithsonian’s many museums. Lakyn’s favorite place was the Air & Space Museum. Mary Ann thoroughly enjoyed the art museums, while Randy’s favorite part of the trip was the beautiful drive through the Shenandoah Valley on Interstate 81. “We are thankful to God for our happiness and success in this life,” Mary Ann said.

This area of northwest Alabama and northeast Mississippi is fortunate to have so many good families who contribute their abilities, skills, and dedication to building their local communities, churches, and businesses. 

HELP WANTED

If you are a full-timer in a Tiffin motorhome and have writing and photography experience, we may have a job for you. Dave and Terri McClellan retired recently from writing “On the Road with Dave and Terri,” three one-column vignettes on Tiffin owners whom they met on the road. See Fall 2018, page 75, for a sample of the quarterly column. If you are interested, email your résumé to fredthompson1941@hotmail.com



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Tiffin Fall Foliage Rally Lewisburg, West Virginia

By Sally Moore

We are excited to announce the registration for our final Tiffin Allegro Club rally for 2019! Join us in the scenic Appalachian Mountains at the State Fair of West Virginia on October 21-24th for our fall foliage Tiffin Allegro Club rally! This is a beautiful area of the Appalachian Mountains located near the historic Greenbrier Hotel. (*Be sure to tour the famous Greenbrier bunker!*) We are prepared to host 300 coaches at this facility. A display of beautiful new Tiffin Motorhomes will be available to tempt you!

The campground at the fairgrounds has **50 AMP electrical service, water, and sewer hookups**. Average temperatures in October are highs in the 60's and lows in the 30-40's at night. Our rally begins on Monday, October 21st and coaches will depart on Friday, October 25th. If you wish to arrive at the fairgrounds prior to the rally or stay afterwards, make reservations directly with the State Fair of West Virginia staff and make payment to them for any pre- or post-nights. The fairgrounds' telephone number is 304-645-1090. The rally buildings will be closed and there will be no activities before the rally begins on Monday.

Your rally fee will include multiple catered meals, ice cream socials, live en-

tertainment, four nights' camping, seminars, shopping with RV suppliers and local vendors, and other fun activities. Your rally fee also includes our terrific Tiffin technicians performing up to three minor repairs on your coaches. You have made a sizeable investment in purchasing a beautiful motor coach. Take this valuable opportunity at our rallies to learn all you can by attending our seminars and talking with representatives from Tiffin suppliers such as Freightliner, Onan, Triple H Electronics, and others.

The registration form does not appear until exactly 11:00 A.M. CENTRAL DAYLIGHT time on June 4th. Because the Tiffin Rallies are selling out quickly, we recommend you familiarize yourself

with the layout and be at the Tiffin website when the registration form appears. Go to the Owners Page; Tiffin Allegro Club; Rallies. To register for the rally, click the link to open the registration form and start typing. You will need the following information:

Select:

- Tiffin RV with Two People \$499.00 or
- Tiffin RV with One Person \$399.00
- Number of additional guests in coach @ \$150 per person
- Total # of people in the RV
- Tiffin Allegro Club Membership #
- Name of Passenger 1
- Name of Passenger 2
- Address
- Primary Cell Phone #
- Secondary Phone #
- Email Address
- Model of Coach—use drop down box of model names
- Year of Coach
- Length of Coach—please just state length of your coach/not the floorplan—40 or 36 or 34 for example
- First Tiffin Rally? Yes or no
- Handicap Section Requested? Yes or no

Click SUBMIT and the PayPal page will open for payment. **Wait for it!** Sign in to your PayPal account or click at the bottom of the page to pay as a GUEST using your credit card.

The registration company (Wufoo, Inc.) counts the rally registrations as they receive them online, not when you click SUBMIT. When the maximum number of registrations are received, the registration link is automatically closed and you will receive a message saying the rally is full. If you see this message, click the back arrow to return to the previous page and click on the waitlist link so you can immediately add your name to the rally waitlist. Internet speed greatly affects how fast your registration form is received by Wufoo. We strongly suggest you go to an area

with a very strong and reliable internet.

If you make an error when registering, DON'T TRY TO GO BACK as the website may lock you out and you might miss the opportunity to register. Submit your form and call us at the Tiffin Allegro Club of-

fice at 256-356-8522 to correct any errors.

If you have any questions about the registration process, please call the Tiffin Allegro Club office prior to trying to register. Good luck and we hope to see you in Lewisburg!



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SPRING 2019 RALLY HEMET, CALIFORNIA

By Sally Moore



EARLY APRIL 2019 SAW A STEADY STREAM of beautiful Tiffin coaches making their way to the beautiful Golden Village Palms RV Resort in Hemet, California for our first 2019 rally. We hosted over 200 coaches from across the USA and Canada for a week of fun, fellowship, and camaradery. The weather was as close to perfect as one could expect! Cool mornings and sunny afternoons were delightful. Mike Thompson RV brought several Tiffin coaches to show our owners and made several folks very happy by helping them move into the coach of their dreams. Thank you, Mike Thompson RV staff, for being a part of our rally.

Our volunteers came early to help the Tiffin staff get everything ready for the rally. **WE LOVE OUR VOLUNTEERS!** They pay to come to the rally and then work hard all week to be sure everyone has a good time just as they do! Our volunteers are fantastic!

Coaches began arriving weeks in advance of the rally, but as soon as the rally officially started on April 11th, guests made their way to the Tiffin Store to stock up on the newest Tiffin



swag and receive their agendas and welcome bag of gifts. Everyone was excited to gather in the resort's ballroom on Monday evening for a delicious meal and an opportunity to make new friends and renew old acquaintances.

We appreciate the support of the Tiffin family and the man-

agement from Tiffin Motorhomes for our rallies! Door prizes were awarded and everyone enjoyed a few games of Tiffin Allegro Bingo. Prizes were awarded with much fun and laughter. Veterans were recognized by their branch of service and celebrated during the evening. We salute our veterans and first responders

and thank you for your service to our nation!

Tuesday morning saw several of our energetic souls out for a healthy early morning walk with our volunteer, Norma Thomas, to get the blood pumping before our big breakfast buffet. Immediately after a hearty breakfast, seminars on RV related topics

were held. Great topics that interested all RV owners were covered, such as convection microwave cooking, updating and understanding your navigation system, and deciphering the coach electrical system. Onan generators, PowerGlide and Freightliner chassis always have great participation at their seminars. Guests appreciated the opportunity to learn from presenters such as Cummins, Allison Transmission, and many others.

A delicious San Francisco ice cream treat that originated in 1928, The Original It's It, was enjoyed by everyone in the new coach display. Yummy treats on a warm, sunny California afternoon! This was a great opportunity to visit with one another and share travel experiences.

Tuesday night everyone celebrated being in sunny southern California with our tropical attire, another scrumptious meal and live music by High Tide. High Tide is a fantastic Beach Boys tribute band based in southern California with many years of experience performing the famous Beach Boys music nationwide. The band had the room rocking with their surfing music!

Wednesday morning our dedicated walkers were out and

TIFFIN ALLEGRO CLUB NEWS



about again very early enjoying the sunny morning. Interesting seminars continued in the resort's ballroom and pavilion. Everyone gathered at noon for another delicious meal.

All owners were invited to participate in our "Surfin' USA" site decoration contest. Lots of originality and preparation went into this. Tiffin Allegro gift certificates were awarded to four winning coaches: Steve & Anne Walsh, San Marcos, California; Bob & Kathy Mitchell, Parker, Arizona; Mike & Kate Logan, San Rafael, California; and Fausto & Jane Reyes, Trabuco Canyon,



California. Thanks to everyone who participated!

We were treated to a wonderful concert after dinner on Wednesday evening by Tiffin's sweetheart, Sarah Getto. She gave our Tiffin family a fabulous show of original music and her personal favorites! Sarah is an incredibly talented young woman and definitely a crowd favorite at our rallies.

On Thursday morning everyone gathered at the resort for more informative seminars relating to Tiffin coaches.

Ice cream was enjoyed again Thursday afternoon while touring the beautiful Tiffin coaches one last time. Mike Thompson RV was able to make several people's dream come true! Folks gathered after lunch for a "Swap Meet." 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!!

Thursday evening brought an end to our festivities. After another delicious meal of beef brisket and tasty side dishes, more fantastic Tiffin door prizes and Red Bay stories by Kelly Moore, everyone enjoyed entertainment by a fabulous Eagles tribute band, One of These Nights. This band had the crowd on their feet as they performed many of the wonderful hits we all remember from the famous band, The Eagles!

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

Friday morning many Tiffin friends hooked up the tow and headed on to their next destination while several extended their stay at the beautiful Golden Village Palms RV Resort for a few more days. Whatever your plans, travel safely and we hope to see you at a Tiffin rally somewhere in the near future! The schedule for our upcoming rallies in 2020 will be announced and you can also see it at TiffinSideroads.com and Tiffinmotorhomes.com. These rallies will sell out so make note of the on-sale date and time so you don't get left out. Happy trails!



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Mona and Charles Trahan

HAVE EXCITING TRAVEL PLANS FOR THE FUTURE

Text and photography by Fred Thompson

REALIZING THEIR LIVES are the epitome of the cultural diversity in Louisiana's Acadiana Region, Mona and Charles Trahan (pronounced "trohon") enjoy relating the stories of their ancestral heritages. While Acadiana is officially the name given to the 22-parish Cajun homeland, it is often applied only to Lafayette Parish and several neighboring parishes including Acadia, Iberia, St. Landry, St. Martin, Vermillion, Evangeline, and St. Mary. This eight-parish area is often called the Cajun Heartland. The residents are descended from Native Americans and several European nationalities. Many trace their heritage to the expulsion by the British of the 18th century Acadians from Acadie (Nova Scotia), some of whom found refuge in Louisiana.

Charles retained the services of a talented calligrapher to record 12 generations of his family on two 24 by 36-inch vellum sheets that are handsomely framed and displayed in the Trahan home in Lafayette Parish. His first recorded ancestor, Guillaume Trahan (1611-1682) was born in Montreuil Bellay, France. The year of his arrival in Acadie was 1636. He was married to Francoise Corbineau on July 13, 1627, in Chinon, France. After her death, Guillaume was a widower for 20 years, but then married Madeleine Brun, who was 20 years old. Charles is descended from Jean Charles (1668-1727), the couple's second child, born in Port Royal, Acadie. Jean Charles produced Rene who married Elizabeth Darios. Their fourth child was Michel Trahan, who arrived in New Orleans in 1765. The British expulsion began in 1755. "Needless to say," Charles injected, "our ancestors were more than willing to fight the British in the Revolutionary War



PHOTO COURTESY THE TRAHAN FAMILY

and the War of 1812 in New Orleans."

Eight generations later, Claude Trahan married Eunice Thibodeaux in December 1929. Their fourth child was Charles Davis Trahan (b. 1940) who married Mona Falcon (b. 1941), our subjects in this story. Having written "The Acadian Story" (*RIS*, Oct. 2014) as part of a four-part series on the Maritime Provinces, I was thrilled to meet a Tiffin owner descended from these strong-willed, ingenious people, who can actually trace his 400-year heritage.

Mona Falcon Trahan has an equally interesting heritage that is typical of the people who live today in Acadiana. Her ancestors from Spain settled in the Canary Islands, off the coast of Morocco and eventually emigrated to Louisiana in 1768, settling in Donaldsonville on the west bank of the

Mississippi River across from Baton Rouge. As they integrated into the developing Louisiana culture, the Spanish-speaking Falcon family over several generations became French speakers.

"My grandmother was French and spoke only French," Mona said. "My father and mother were French speakers and spoke French to one another. I understood them, but I spoke English when I talked with them. My great-grandfather was a notary and spoke five languages, including Spanish and French."

Mona grew up in Crowley where her parents, Edward and Evelyn Falcon, purchased business property in 1938 at a tax sale for the princely sum of \$19.19. In 1942, the couple launched

Above, from left: Dwayne and Christine Fulton, Mona and Charles Trahan, and Jennifer and Robert Trahan.

their rice seed operation that required close supervision of the farming operations where they purchased their seed. They cleaned and resold rough rice to farmers for spring planting.

The Falcon Rice Mill was added in 1950. The rice industry continued to grow and prosper during the 1950s. "In Crowley, there were 14 rice mills at the time of the Cuban embargo in 1963," Mona said. "Cuba was our largest market. Today there are only three rice mills left in Crowley, but they have more capacity than we did in the 1950s."

While we were touring the flat prairie that accommodates rice agriculture, Charles pointed out the car window and observed, "I was born on a farm about three miles in that direction just outside the village of Morse."

Charles and Mona met at a dance on the LSU campus in Baton Rouge where they were attending a state 4-H convention. When he finished high school, he enrolled in the two-year pre-pharmacy program at the University of Louisiana-Lafayette and then transferred to the University of Houston in 1960 where he completed the three-year curriculum for his B.S. degree in Pharmacy. Mona began her studies in 1959 for a degree in piano performance at the University of Louisiana-Lafayette. She served as the organist for her church in Jennings, Louisiana for 27 years. Mona and Charles married in 1963 after their graduation from their universities.

Charles worked as a pharmacist in Houston for a year following graduation and then moved to Crowley. Their first child, Charles Davis (Davy) Trahan, Jr. was born in Houston. Over the next 10 years, there were four more additions to the Trahan family: Cheryl Lynn, Timothy Paul, Christine Marie, and Robert Lloyd. Mona and Charles opened their own pharmacy in Jennings, Louisiana in 1969.

Tragically, Edward Falcon died in a single car accident on September 17, 1970, which may have been caused by a heart attack. He was 63. The family continued to run the mill for a year and then decided to lease it, an arrangement that lasted for the next 20 years. During the year of transition, Evelyn Falcon wrote a long prayer on September 16, 1971, asking for God's protection. The family only recently discovered the poignant prayer among her papers.

In 1991, Mona's brother, Randy Falcon, and his wife, Connie, and Mona and Charles Trahan made the decision to run the company themselves. In addition to learning to operate the actual rice mill which they had been away from for 21 years, they found themselves involved with marketing and public relations.

"We sold the pharmacy in 1995 which meant Mona and I now had a 100 percent commitment to Falcon Rice Mill. No turning back," Charles said. "We owned the pharmacy for 26 years. The business is doing well and I am still good friends with the owner of the pharmacy."

"Although Arkansas is the largest rice producer in the U.S., we only buy rice produced in Louisiana," Charles said. "We are a niche mill, not an export mill. We specialized in developing our own label brands for retailers including Division I Walmart stores and all of the grocery chains in Louisiana. We expanded to Walmart's SuperCenters when Walmart enlarged their business model. Two of our own brands are among the most popular of all the brands we produce. We distribute Cajun Country in Louisiana, Texas, Mississippi, and Alabama. Our Toro brand is popular locally. Food service companies also buy our brand directly. The mill sells to wholesalers, chain grocers, and food service businesses in the southeastern U. S. and Puerto Rico.

By 2005, Charles had reached the traditional retirement age and Falcon Rice Mill was doing well. All of the children were grown and in their thirties and the Trahans were beginning to keep count of the grandchildren. "To our surprise, in 2007, Robbie, who was 32 at the time, began asking Charles what he was going to do with the business when he retired," Mona related. "He said, 'I want to come home and manage the rice mill.' Charles and I were extremely pleased and surprised because we did not want to ask him to leave a promising future in accounting. And in 2008 he did just that."

"Coming from an eight-year CPA practice working with many business models, Robbie did a great job of applying his acquired experience to our family business, bringing fresh new ideas to improve our operation," Charles said. "He completely remodeled the business plan and our computerized records, while at the same time promoting sales and the procurement of supplies and rough rice."

Robbie handles procurement, sales, and business development. He was elected president of the Rice Millers Association, serving in that capacity for two years. Jennifer, Robbie's wife, takes care of marketing, food safety, and quality. Robbie came up with a plan that required new leadership in plant management. He convinced his sister Christine, also a CPA, and her husband, Dwayne, to move back from Texas and join his team. Christine oversees financials, legal issues, and food safety. Dwayne soon became director of facility operations which includes plant management. In 2011, Robbie and Jennifer and Christine and Dwayne bought the business from the Falcon family.

Food safety is a major management area that is policy oriented. Regulation falls under the British Retail Consortium and is subject to national third party audits. The Louisiana Department of Health is involved in regulation and inspection. After 9/11, everything regarding food safety was placed under the supervision of Homeland Security.

"I served eight years in the Army and later in law enforcement where everything was standard operating procedure (SOP)," Dwayne explained. "We set up supervised teams in the rice mill.



We have a lot of good, loyal people who take pride in their work and were willing to go through the changes we had to make prior to a BRC food safety audit. Every policy must have a checklist that is verified daily. It takes the four of us in our family management team to handle it all. We have diverse backgrounds. We don't always agree, but we gain fresh perspectives from each other. We stay with it until the ying-yang works."



If successful ying-yang can be transmitted to Robbie and Jennifer's three children and Christine and Dwayne's five children, then there will be a fourth generation to run the Falcon Rice Mill. Robbie and Jennifer's three are Adam, 14; Alex, 13; and Anna Claire, 10. Dwayne and Christine's five are Madeline, 20; Ryan, 19; Jake, 14; Rusty, 12; and Evelyn, 10.



After completing the buyout from the family in 2011, Robbie Trahan and Christine Fulton began upgrading the mill's facilities with extended storage capacity, new equipment, office space, and a welcoming front entrance with a mural that tells the history of the company. In 2016 the company was one of eight recipients of the Louisiana Economic Development's Lantern Award which recognizes excellence in manufacturing and outstanding community service.



In February 2017, Falcon Rice Mill was added to the National Food & Beverage Foundation's National Culinary Heritage Register. The register is a one-of-a-kind list of culinary products, processes, inventions, traditions, and establishments that are at least 50 years old and have contributed significantly to the development of American foodways.

My tour of the mill began in the lab that receives and evaluates incoming loads of rough rice by trailer trucks. The rough rice is then evaluated for moisture content, quality, and milling yield. The lab equipment duplicates the results the mill should produce.

Lab technician Dana Vidrine has 45 years of experience in pulling samples from the truck and evaluating the moisture and cleanliness of the product. Payment to the farmer for his rice is quanti-

fied in 162-lb. barrels. The proportionally designed sample taken from the truck weighs 162 grams (1). The batch checked during Dana's demonstration had a moisture content of 12.3%.

A machine mounted on the table is called a McGill miller. At high speed, its blades strip the raw rice of its hull and bran, leaving only the kernels of rice (2). "We removed the vitamins in the bran, but we will add it back as we process the rice for sale," Dana said. Out of the 162 grams of rice, the McGill miller got 112 grams of whole and broken grains (3). Shifting screens will remove the broken pieces. At the end of the evaluation process, the lab equipment got 92.5 grams of whole grains (4).

"Top quality rice is translucent," Dana continued. "Light yellow rice is rejected. If it is chalky, it will usually break and be rejected in the screening process. This batch scored 92.5. If less than 100, we reduce the price we offer to the farmer. If the score is over 100, the farmer will be offered a premium."

In the plant, huge versions of the McGill miller get the job done at high speeds. A Satake Sheller removes the hull from the rough rice and produces the brown rice (5). A Satake BA 15 removes the bran from the brown rice (6). The Cimbria Heid machine separates the whole kernel rice from the broken rice (7). Other ingeniously designed machines sort for size. An ultraviolet camera sorts for color (8). The milled rice is weighed on one scale that was built in the late 1800s in New York City. By comparison, rough rice is shown at left and milled clean rice is shown at right (9).

The broken kernels are sold to pet food manufacturers or are used to create brewer's yeast. The finished rice is stored in clean, dry rice bins to await packaging. An aspirator removes the dust from the rice before it is packed. Falcon Rice Mill this year expects to process approximately one million CWTs of rough rice and sell 700,000 CWTs of clean rice to its customers.

The packaging department is the next step in the process. The rice is packaged



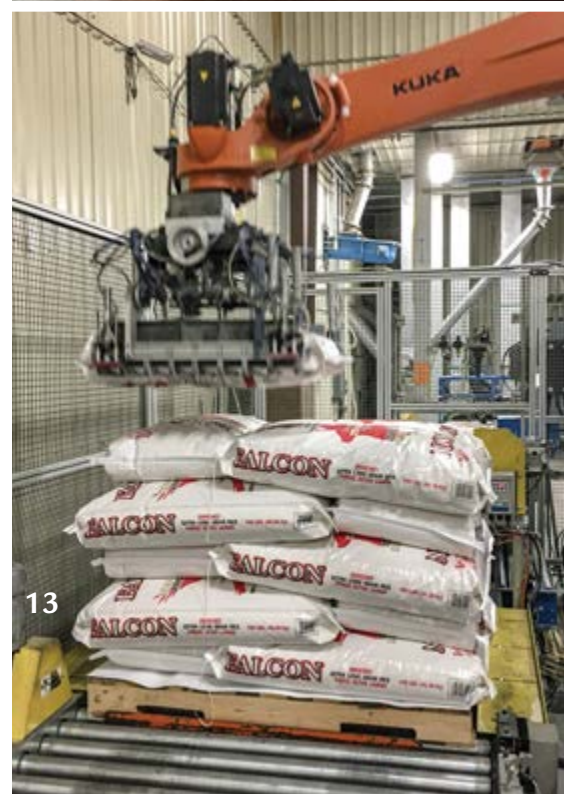
for sale to wholesalers, food service, and chain and independent grocery stores. Packaging is done in bags from 1 lb. to 100 lbs. Then they are palletized and shrink wrapped for shipment, which involves different types of packing equipment. Falcon Mill's brand names are Cajun Country (our most popular brand), Falcon, Toro, Home Country, and Laredo. Automated equipment (10) packages the rice in 100-lb. bulk quantities (11) and grocery store quantities as small as 1-lb. (12). Labor saving palletizers prepare large shipments (13).

"The rice industry is such an important part of our economy, culture, and way of life here in south Louisiana," Robbie said. "Christine, Dwayne, Jennifer, and I are so proud to be continuing our family's legacy of providing high-quality rice for the past 77 years."

"In this area, rice is such a staple. Mona and I have a tradition going back many years of supporting the local food banks," Charles said. "Our children have kept that tradition."

"When you give money to a charity or worthy cause, you may not know if the money will be spent wisely," Mona continued. "With food, you know how it will be used."

To understand rice farming in the Cajun Heartland, a visitor must visit a crawfish harvesting operation. The Trahans took this writer to a harvesting operation in March. Depending on the weather, the crawfish season runs from January through June. The traps are baited with trash fish that are brought in frozen and chopped into pieces. The traps have three wire funnels that lead to a large wire cone (14, next page). The crawfish crawl through the wide mouth of the funnel and drop into the larger cone. Harvesters move through the flooded rice fields (15) in a shallow draft boat pulled along by a gas driven hydraulic steel wheel (16), picking up the spaced-out cones and dumping their contents into a steel receptacle. The harvesters pack the crawfish in 30- to 50-lb bags and take them to a nearby processing and packing plant. The crawfish (17) are washed and sorted by a machine with





14

continuous rollers with graduated gaps that drop the crawfish in sorting bins (18).

The idea of combining rice farming and crawfishing started in the 1950s when the Louisiana Department of Wildlife and Fisheries began research on raising crawfish in small ponds. The research demonstrated that rice farmers could grow crawfish in their rice fields without interfering with their rice crops. In the mid-seventies, only 44,000 acres of rice fields were engaged in crawfish aquaculture. By 2018, that number had reached over 150,000 acres. Some rice farmers have said, "If I can break even on my rice crop, I will make a profit on the crawfish." The sales revenue is moving into nine-digit annual figures, drawing more rice farmers every year into the business.



15

After learning about the Trahan's rice mill, we wanted to hear about their travels in the 2013 Zephyr and their current coach, the 2018 Allegro Bus.

"We didn't have time to camp that much when the kids were growing up," Charles began. "We went to Disney World in a rented Winnebago the year after it opened. I bought a 40-foot Winnebago in January 2003 and then traded it for a pre-owned 2006 Phaeton 40QDH. We ordered a new Zephyr 45LZ and took delivery in April 2013. In March of last year, we traded for the 2018 Allegro Bus 45OPP that we have now. Mona is really excited about traveling this year."



16

"It is so relaxing to just GO. Our coach is so comfortable and we meet so many interesting people," Mona said. "My mother had a saying, 'When you see something that needs to be done, do it!' I guess that is always in the back of my mind. When we are at home, I always see something that needs to be done, and I do it. When I am in the motorhome, I find very little that needs to be done and I can just relax."



17

In recounting their journeys, Charles said there were only five states they have not visited: Vermont and New Hampshire, Wisconsin and Minnesota, and Washington. "We visited the Maritimes for a Cajun Family Reunion in 2009," he continued. "In 2012 we thoroughly en-



18



At home in Duson, Louisiana

joyed a trip to California. We parked the motorhome on the many rice farms that we visited. The purpose of the trip was to learn more about California agriculture. There are 35 different commercial crops grown in the county where Williams, California is located.

"A second purpose of the trip was to attend the Rice Millers Association Convention in San Diego," Charles said. "Their climate is good for the short grain varieties of rice. Short grain is the favorite rice for sushi. We do long and medium in Texas, Arkansas, and Louisiana."

"If it is fall, we will be tailgating in Lafayette at our alma mater," Mona laughed. "Our grandkids stay inside and play computer games while we rally and party before the game."



"We have enjoyed being members of the Bayou Pelicans Allegro Club," Charles said. "We have 19 members from Louisiana who meet monthly for local weekend camping and occasional extended trips. We have a trip planned this summer for the outer banks of North Carolina. We just had our annual crawfish boil at Cajun Palms resort last weekend. Those weekends are filled with everyone's favorite Louisiana foods and cookouts along with games, visiting, and sight seeing. Our monthly outings with our member friends are special for us."

"Mona and I also belong to the Tiffin Travelers," Charles mentioned. "They have about 190 members throughout the southeastern U.S. Some of the members visited St. Augustine last December for the Festival of Lights. In October we will host a Tiffin Travelers rally at Cajun Palms in Henderson, Louisiana."

"If you have room in your schedule, you should visit Festivals Acadiens et Créoles in Lafayette," Mona said. "This year it will be October 10-13 at Girard Park. The blend of food, music, and culture makes the festival and the city so unique. It is four days of non-stop music, dancing, crafts, and food. It is a genuine Cajun and Creole experience. The best restaurants in Lafayette have food booths serving their favorite dishes."

"We are seeing a renaissance of Cajun culture over the last 40 years that emphasizes our history, genealogy, music, and food," Charles said. "There is a lot of pride in our culture and sharing our heritage with the world. The difference in our Louisiana renaissance is the huge diver-

sity of people that includes Native Americans, Italians, Germans, French, Spanish, Lebanese, Africans, Irish, the Acadienes, and others. They all contributed to the culture that we call Cajun. We have assimilated so many cultures to create what we have here today.

"Native Americans taught us how to make a great roux," he continued. "Canadian Cajuns don't cook like we do—different ingredients. You have to have a good roux to make a gumbo. The holy trinity of Cajun cooking is onions, bell peppers, and celery.

"Our cultural DNA is moving all across the country and we don't realize how interrelated we all are. If I could trace all of the descendants of Guillaume Trahan and his two wives, the number would be astronomical. But when you consider 12 generations, we all can say that," Charles concluded. "I am so proud of my immediate family, but also of what my ancestors

did in Nova Scotia and who they were."

I have barely mentioned the other three Trahan children and their accomplishments. Davy and Andrea Trahan and their two children, Zack and Erin, live in Crowley. Davy and Andrea own the Crowley Grain Seed Company that provides treated rice seed to hundreds of farmers in the area. Cheryl and Eddie Metrejean both have Ph.D.s and teach data analytics in the School of Accountancy at Ole Miss in Oxford, Mississippi. They have two children, Steven and Daniel. Timothy and Angie Trahan and their daughter, Natalie, live in Oscoda, Michigan, where Tim works as an airline mechanic.

When you are traversing Louisiana on I-10, be sure to stop in Crowley and buy a bag of rice from the historic Falcon Rice Mill, now in its 77th year of operation. Plan to stay a little longer and enjoy the culture and entertainment of the Cajun Heartland. RIS

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VanLeigh Becomes a Division of Tiffin Motorhomes

Tiffin Motorhomes unveiled VanLeigh RV as a division of Tiffin at RVX, the Recreational Vehicle Industry Association (RVIA) show in Salt Lake City, UT, in March 2019.

With shared roots, experience and a common vision for providing a superior product and experience to their customers, VanLeigh will expand the Tiffin standard to towable buyers.

As independent entities, VanLeigh RV and Tiffin Motorhomes will continue separate operations by maintaining current production plants, dealer networks, customer service, warranties, parts and vendors.

Customers, dealers, and vendors will maintain the same con-

tacts at VanLeigh that they've had previously for any of their needs.

"This change expands our product offerings, while keeping our company a family-owned manufacturer," says Tim Tiffin, CEO of Tiffin Motorhomes. "As a team, we'll continue to commit ourselves to the pursuit of building best-in-class recreational vehicles."

"We are excited to become a division of Tiffin and to combine our Fifth Wheel expertise with the Class A and Class C products," reported Leigh Tiffin of VanLeigh RV.

For inquiries, please contact Andy Baer: andy.baer@tiffin-motorhomes.com 256-356-8661.

Girard Group Breaks Ground for Red Bay, Alabama Factory

The city of Red Bay, Alabama hosted a ground-breaking ceremony in November 2018 for Girard's new factory. The event included the Mayor of Red Bay, the local state representative, and city and county officials.

Marcia Girard, Girard's CEO, thanked all the people that had worked to make this project possible. She was very impressed with the state, county, and city's participation in making this a swift and easy process.

The new factory is the fifth location for Girard and is located on nearly 15 acres in the West Franklin Regional Industrial Park. The factory will be over 40,000 sq. ft. under roof.

The factory will manufacture Girard awnings, shade products, and new Girard Guard products. It will also warehouse

Girard's LP appliances. This will allow for faster and convenient supply of all Girard Group products to Tiffin Motorhomes and all of Girard's Southeastern United States customers.

In addition to manufacturing, there will be a service center for Girard customers to have their awnings and other Girard products serviced and installed.

Plans for the remainder of the property is for future factory expansion and Red Bay Acres RV Resort that will open in 2019. The RV Resort will offer upscale 60-foot concrete pads, a fishing pond, pickle ball court, putting green, BBQ Pavilion, and Wi-Fi.

Please contact The Girard Group at 949-259-4000 or girardrv.com for further information. See the company's ad on page 51.

Dometic's New Luxury Blind Line Exhibited at RVX

Just over a year ago, Dometic acquired U.K.-based Oceanair, a supplier of marine blinds. The company reported in a recent release that the line will be marketed under the Dometic brand name. Current customers and prospects will be supported by the Dometic U.S. blind systems team.

In order to meet the wide range of needs of RVers, the Dometic U.S. blind systems portfolio offers half of its blinds with automated options, allowing a complete shading set to be operated at the touch of a button. The other half of the blinds portfolio features manual options. Having automated and manual options allows manufacturers to provide flexibility and personalization to the end users.

As part of the Dometic brand, the blinds have been embraced in new applications for RVs. The blinds were on display in the

Dometic booth in March during RVX: *The RV Experience* in Salt Lake City, along with other soft goods offered from the new integration.

"The Dometic brand will open up the opportunities for these products with much broader audiences," said Peter Kjellberg, chief marketing officer. "We are determined to bring superior designs to new markets, new customers, and new applications."

"During booth design, it was eye-opening to work with such experienced and trend-setting designers who have been working with luxury boats and yachts for years," Laura Petee, director of marketing brand experience, noted. "I am thrilled that we are able to provide these beautiful products to the RV market and elevate the interior design options manufacturers are able to provide."

Aqua-Hot's New Hydronic Heater

Aqua-Hot Heating Systems, a supplier of RV hydronic heating solutions, has added the 250D to its 200 series lineup.

According to a press release, the 250D is ideal for smaller RVs that already have diesel onboard. Aqua-Hot introduced the new product at RVX: *The RV Experience*, in March in Salt Lake City, Utah. The hydronic heater is already available on Tiffin Motorhomes Inc.'s Allegro RED as an option.

The Aqua-Hot 250D delivers 40,000 BTU/HR of warmth without cold spots or dry, blowing air. Low-voltage fans ensure quiet operation. Similar to luxury residential and high-end motorhome systems, it is set by a thermostat and uses high-efficient heat exchangers and/or in-floor radiant heating.

The Aqua-Hot 250D also provides continuous hot water, eliminating the need for a separate water heater. Delivering a 1.5 GPM flow at 110°-120° F, it's ideal for showers, laundry, and other uses.

The Aqua-Hot 250D is fueled by diesel and operated by 12VDC for off-grid applications. The system also utilizes a 110VAC electric element when the coach is plugged into shore power. Compact and lightweight, the 250D weighs 84 pounds empty and 113 pounds full.

The all-in-one design is straightforward to install. Heating, water and fuel ports are located on top for easy connection. An integrated mounting tray facilitates air intake and exhaust.

Aqua-Hot Announces Change in Fuel Filter Packaging

Aqua-Hot Heating Systems has announced a supplier change. They will be replacing General Model G fuel filters with Gar-Ber Model R fuel filters. The Aqua-Hot part number, FLE-120-100, that you currently order will not change as the specs

of the filter are the same. There will be no change in pricing. The only change is in the packaging itself. Please contact us if you have any questions. Tracey Viburg, Customer Service Manager 800-685-4298, traceyv@aquahot.com



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Recalls for 2018–2019

Kidde NHTSA # 17E-062, Tiffin NHTSA # 17V-841, Kidde Fire Extinguisher Recall

Customers with Tiffin units from all 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 – Friday, 8:30 a.m. to 5 p.m. EST; Saturday & Sunday 9 a.m. to 3 p.m. EST; or online: www.kidde.com and click on “product Safety Recall” for more information.

NHTSA Recall # 18V- 328, Tiffin Recall # TIF-109 2013-2018 Allegro Open Road Reinforcement of Frame Rail at Tow Hitch

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2013-2018 Allegro Open Roads**. Tiffin Motorhomes has become aware that the steel of the frame rail where the hitch is attached to the motorhome needs to be reinforced to strengthen the hitch attachment to the frame rail. If the steel is not reinforced the hitch may come loose from the motorhome and that may result in the loss of the tow vehicle, which could result in a crash causing injury or damage to property. Tiffin Motorhomes will provide a steel insert that will double the amount of steel at the points where the hitch is attached to the frame rail of the motorhome. Tiffin Motorhomes previously issued a recall in March of 2017 concerning an issue with the failure of the hitch attachment on certain Allegro Open Road motorhomes due to the sizing of the bolt holes in the frame rail. *All motorhomes included in the original recall that did not have a steel gusset box installed will need to complete this new recall repair.* If this new recall repair is not completed, the hitch may fail even after completing the previous recall repair. **Notice:** As of October 1, 2018, Tiffin Motorhomes will not pay the customer for doing the work to install the steel insert on the Hitch Recall NHTSA 18V-328. Tiffin allows the steel insert to be sent to the customer as a courtesy so customers can find a dealer or service center near their current location. Having the part already allows the recall to be completed more quickly. It was never our intention for the customer to make the repair. That being said,

from this point on, if customer decides not to heed our warning, customer is assuming the liability for the repair were it to fail in the future. Tiffin will not be responsible for any future warranty repairs to that hitch or for any damage that may arise from the recall not being completed properly.

NHTSA Recall # 18V-341, Tiffin Recall # TIF-110 PTL Entry Door Lock Adjustment, 2018 models

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2018 Allegro Open Roads, 2018 Allegro RED’s, 2018 Allegro Breezes, 2018 Allegro Buses, 2018 Phaetons and 2018 Zephyrs built between January 2, 2018 and May 15, 2018.** These specific motorhomes have an entry door equipped with a PTL door lock. Tiffin Motorhomes has found that under certain circumstances these doors could open in transit. These specific doors could open because they are equipped with a door lock that was over-tightened at the time it was manufactured. The over tightening of the door lock can make it more difficult for the door to close securely. If the door is not securely closed, the door could open in transit. If the entry door were to open in transit it would be possible for injury to occur to any passengers riding inside the motorhome and it could increase the possibility of a crash.

NHTSA Recall # 19V-228, Tiffin Recall # TIF-111 Energy Management Module overheating 2018 & 2019 Phaeton, Allegro Bus & Zephyr

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2018 & 2019 Phaeton, Allegro Bus and Zephyr.** Tiffin Motorhomes has become aware that the alternating current lines that go to the Energy Management Module located in the rear load center may not be securely installed in the terminal levers. If these lines are not properly installed in the load center there is the possibility that the alternating current lines could overheat. If these lines were to overheat, that could result in a thermal event. The Energy Management Module needs to be inspected to determine if the alternating current lines are installed correctly.

LET US HEAR FROM YOU

A separate postcard is enclosed for “From the Road,” a fun part of the magazine for readers to share their motorhoming experiences. If you choose to email us at: fredthompson1941@hotmail.com, be sure to put “Roughing It Smoothly” in the subject line of your email. If your communication requires an entire letter, mail it to us at: PO Box 1150, Mon-

roe, GA 30656-1150. Tell us about the interesting places you’ve been, an unusual experience, a great destination, or just a good place to camp and hang out. We welcome your pictures. Please attach high resolution images if you email. “From the Road” contributors will receive a free tee shirt while supplies last.
—Fred Thompson, editor

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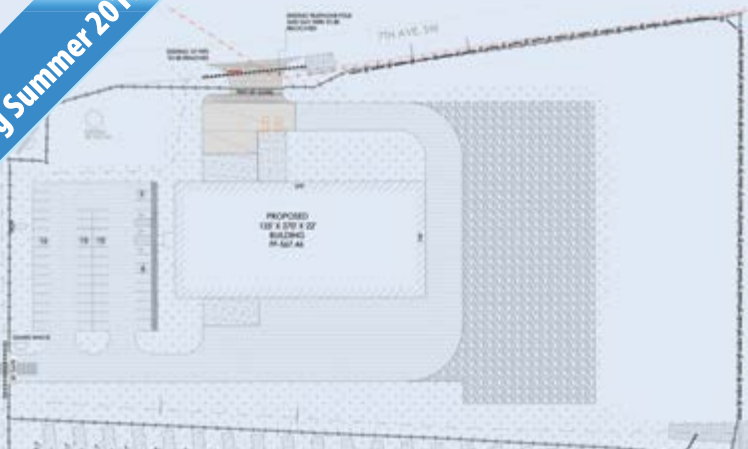
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Six of Our First Ten Presidents Were Virginians

William Henry Harrison, the Ninth President of the United States, AND HIS BIRTHPLACE AT BERKELEY PLANTATION

Part Four of a Series

by Fred Thompson

William Henry Harrison was the youngest of seven children born to Elizabeth Bassett Harrison and Benjamin Harrison V on February 9, 1773, at Berkeley Plantation, located on the James River in southeastern Virginia between Richmond and Williamsburg. After a colorful career in the military and in politics, he was chosen in 1841 by the Electoral College to become the ninth President of the United States. Struck down by enteric fever, he served only 31 days. The eight-generation history of the Harrison family in America, the eight Benjamins, Berkeley Hundred, and Berkeley Plantation is nothing short of fascinating. On page 60, the narrative will address Berkeley's famous son, William Henry Harrison, a sixth-generation Harrison and the ninth President of the United States.



The story of Berkeley Plantation is integral to the family history of William Henry Harrison. The Virginia Company of London was a for-profit, joint-stock company created in 1606 by a royal charter issued by King James I to establish English settlements in North America. The company made land grants to its investors who recruited settlers to build towns, farms, and businesses on the eastern seaboard of the New World. The first English-speaking settlement in America was established in Jamestown in 1607, unfortunately located in a swampy area on the James River in Virginia. Several misfortunes led to only 60 out of the original 490 settlers surviving the first three years — a failure of the timely arrival of supply ships from England, little success at establishing farms, and epidemics of cholera and other diseases.

In the spring of 1618, four gentlemen from Gloucestershire County in the Cotswolds of southwest England met in London to apply for a patent from King James I to establish “the town and hundred” approximately 40 miles farther up the James River from Jamestown. They were Richard Berkeley, William Throckmorton, George Thorpe, and John Smyth.

The 8,000-acre land grant they received in 1618 was named the Berkeley Hundred. The investors employed John Woodlief, who had helped settle Jamestown, to lead the expedition to establish the town of Berkeley. He chartered the *Margaret*, a 35-foot vessel weighing 47 tons, and hired Toby Felgate to pilot the little ship. They sailed from Bristol, England on September 16, 1619 and landed 35 settlers on December 4, 1619 at the “new Town and Hundred of Berkeley,” located on the James River in the Colony of Virginia not far from the settlement of Jamestown.

As instructed by the London Company upon landing, Woodlief commanded the group to kneel for a prayer of thanksgiving. “We ordaine that this day of our ships arrival, at the place assigned for plantacon, in the land of Virginia, shall be yearly and perpetually kept holy as a day of Thanksgiving to Almighty God.”

Under Woodlief’s leadership, the settlers experimented with mulberry trees to make silk and grape vines to make wine. The



A re-enactment of the landing on December 4, 1619

Berkeley company wanted them to plant short-term crops that could be shipped back to England and sold. Woodlief was replaced with two managers who redirected the farm work at Berkeley. During the winters of 1621 and 1622, the Native Americans were very friendly and showed no inclination for hostility.

On March 22, 1622, Chief Opechancanough of the Powhatan Confederacy led a massive attack on all of the settlements along the James River except Jamestown. Nine were killed at Berkeley, but 347 of approximately 1200 colonists died in the massacre. The Powhatans completely destroyed two settlements: Wolstenholme Towne on Martin’s Hundred and the Cittie of Henricus.

The Berkeley Hundred had been abandoned for nearly two decades after the Massacre of 1622 when John Bland, a wealthy London merchant, gained control of the 8,000-acre grant. Giles

Bland, 26, was sent by his father in 1673 to manage the extensive Bland land holdings. An idealist in search of a cause, Giles participated in Bacon’s Rebellion in 1676 and found himself being charged with serious crimes by the colonial governor, Sir William Berkeley. He was hanged in March 1677.

The first of seven Benjamin Harrisons born in successive generations arrived in America around 1630. Known in family history as “the immigrant,” Benjamin Harrison I (1593–1677) was born in Northamptonshire, England. His first appearance in public records occurred in 1633 when he was installed as a legislator in the Virginia House of Burgesses. In 1642, he married Mary Stringer, a young woman from Yorkshire, England. They had six children, the second of whom was Benjamin II, who carried on the line. The law of primogeniture was practiced at that time.¹

Benjamin II (1645–1712) gained respect for his business acumen in a trading store on the James River where he exported tobacco and imported many items from England that were needed in the colony. He was sent to England as the Commissioner for the Colony and was appointed sheriff of Surry County in 1678. In 1680, he began serving the county in the House of Burgesses as he rose to the rank of colonel in the Virginia militia. Benjamin

II was tapped for the Council when he was 53. Councilors were the acknowledged royalty of Virginia’s untitled nobility. Benjamin II² and Hannah Churchhill (1651–1698) had nine children, the oldest of which was Benjamin III (1673–1710).

Some historians have found evidence that Colonel Benjamin Harrison purchased a large segment of the Berkeley Hundred 8,000-acre tract for his son, Benjamin III, from Giles Bland in 1676 before Giles became involved in Bacon’s Rebellion. Benjamin would have been only three years old at that time. His father’s trading post on the James River had a large wharf and warehouse for shipping and receiving. It provided young Benjamin a training ground for

learning how to run a business. He also learned the agri-business side of the family enterprise: raising tobacco, the colony’s top export.

He married Elizabeth Burwell (1677–1734) in 1692 and left the family business to test his own entrepreneurship on the north side of the James River. By 1697, after advancing the political prominence of the Harrison family, he was asked to serve the colony as attorney general. His stock continued to rise with his election to the House of Burgesses in 1703, and then Speak-

1. Upon the death of the parents, the eldest son received the family’s primary inheritance.

2. The Benjamins in each generation were not designated by successive roman numerals during their lifetimes. Genealogists applied the suffixes to accurately track them through eight generations.

er of the House two years later. He also became the Treasurer of the Colony in 1705. Elizabeth and Benjamin produced three children: Benjamin IV, Elizabeth, and Nathaniel.

Benjamin Harrison IV (1693–1745) was 17 when his father died on April 10, 1710, leaving him heir to Berkeley. He had been schooled at home by tutors who had provided an education in the classics, the mathematics to run a business, and rhetoric. Learning to speak the “King’s English” was not a passing joke. That fall he entered William and Mary at Williamsburg to embrace a rigorous two-year education in the classics, Hebrew, Greek, logic, ethics, physics, and mathematics. Going back four generations, he was the first of the Harrison clan to attend college.

Benjamin IV courted and married Anne Carter (1702–1743), the daughter of Robert “King” Carter, the wealthiest man in Virginia, owner of 330,000 acres of cultivated tobacco and over 1,000 slaves. He returned to manage the Berkeley Plantation with the assistance of several overseers. Although he had no interest in politics, Benjamin accepted the responsibility expected of his social class to serve as a member of the House of Burgesses, a public service previously performed by each of the earlier Benjamins.

The site of the house where he was born was much closer to the James River than the location Benjamin selected to build

his home. Sitting astride a slight knoll, the house was set back over 400 yards from the river. Constructed with walls three feet thick, the Georgian-style house rises three floors over its basement. The brick walls below the water table were laid in English bond which can be observed in the first four feet above ground on the east end of the home. The architect selected Flemish bond for the rest of the brick exterior (see image below left).

Colonial historians believe the mansion is the oldest three-story brick house in Virginia. The architect enclosed the top story with the first pediment roof (see below) in the Commonwealth. A small brick pediment crowns the entrance to the home. All of the brick was made and fired on the plantation. Benjamin and Anne moved into their new home in 1726. The date of completion and the initials of the owners appear in a date stone over a side door.

Benjamin V was born the year the couple moved into their new home. However, he had three older sisters: Anne, Lucy, and Elizabeth. The Harrisons produced six more children over the next 16 years: five boys and one girl, Hannah, who was born in 1735. The last two boys were twins, born in 1742. Sadly, Anne died one year later, leaving six children less than ten years of age.

On July 12, 1745, Benjamin was at home with the younger



children when an afternoon thunderstorm struck. Aware of an open window on the second floor, he rushed upstairs to close it, followed by 10-year-old Hannah. As he reached the window, a bolt of lightning struck and killed both of them.

Benjamin V had just completed his first year at William and Mary College when his father died. He returned home and took over the management of Berkeley Plantation. He married Elizabeth Bassett in 1748. The couple had eight children, all of whom survived to adulthood. The first son, and second child, was Benjamin VI (1755–1799), who eventually inherited Berkeley Plantation. The couple’s eighth child was William Henry Harrison (1773–1841), who would become the ninth President of the United States.

Absorbed with the politics of Virginia and the struggle of the colonies with England, Benjamin V began a career of public

service that lasted for 40 years. When the House of Burgesses dissolved in 1774, Harrison was elected as a delegate to the First Continental Congress where he served with distinction.

When his son, Benjamin VI, was 18 in 1773, his father sent him to the Willing and Morris firm in Philadelphia where he understudied the principals to acquire an exceptional mercantile education. He furthered his education in Europe where he also began building mercantile connections. Out of concern for his family and the patriot cause, he returned to Virginia in 1774 to join the Continental Army where he served as deputy paymaster general.

In the Second Continental Congress, Benjamin V was selected on July 1, 1776, to read Jefferson's draft of the Declaration of Independence to the assembled delegates. He also served as Chairman of the Committee of the Whole during the debate over independence on July 2. The committee adopted the Declaration in its final form on Thursday, July 4. On August 2, 1776, Benjamin Harrison V was one of the 56 signers of the Declaration of Independence.

In October 1777, he returned to Virginia where he served in the House of Burgesses, retaining his position as Speaker until 1780. Fully aware that the British would seek revenge against those who signed the Declaration of Independence, Harrison moved his family into hiding, anticipating the raid on Berkeley in January 1781 by turncoat Benedict Arnold and a Redcoat army of 1,600. Arnold burned most of the furniture, all of the family portraits, and severely damaged the mansion.

After the victory at Yorktown in October 1781, Harrison, then 55, was elected to serve as the fifth governor of Virginia, an election he won two more times. He participated in Virginia's ratification convention in 1788. Early in 1791, Harrison suffered with a severe case of gout. He died from complications of the disease on April 24, 1791.

Before his death, Benjamin V transferred the ownership of Berkeley to his first born son who began large scale renovations in 1790, including Adam woodwork and the double arches in the mansion's great rooms. Benjamin VI died in 1799 at the age of 44. He was married to Anna Mercer (1760–1787). They had one son, Benjamin VII (1787–1842). Anna died eight days after his birth. By the time the 12-year-old Benjamin VII inherited Berkeley, the estate was in financial difficulty.

Benjamin VII married Mary Walker Page (1780–1865), a union that produced seven children, including Benjamin VIII (1824–1898) who became Dr. Benjamin Harrison. He was the last of the Benjamins to be born at Berkeley Plantation and the last to inherit the mansion and its 1400 remaining acres. He earned an M.D. degree from the University of Pennsylvania in 1846 and began practicing medicine and farming in Clarke County, Virginia. During the Civil War, he served as a doctor throughout the region where he lived.

Berkeley's decline was exacerbated during the July–August 1862 occupation of the property by Gen. George B. McClellan's Army of the Potomac. McClellan used the mansion as his headquarters and Harrison's Landing as the supply depot for

the 140,000 troops under his command. The plantation went through several different owners and finally came up for auction in 1907.

John Jamieson of New York saw the notice of the auction for Berkeley Plantation and recognized it as the site of McClellan's 1862 encampment. John's older brother, Walter Jamieson, served as a Union officer and John was a drummer boy. During the 42 years following the end of the Civil War, John Jamieson became a successful engineer and businessman, making his home in Rockaway Beach, New York. He attended the auction and bought the property in 1907.

John Smyth of Nibley, one of the four men who secured the patent for Berkeley Hundred, was the historian of the Berkeley family and of Berkeley Castle in Gloucestershire. He recorded the settlement of Virginia from 1609 through 1622 in 38 papers and documents that became known later as the Nibley Papers. The chronicles eventually became an obscure collection owned by the New York Public Library.

Dr. Lyon Tyler, the retired president of William and Mary College, discovered and studied the papers in the mid-1890s. They were published in 1899 by the library and by the Library of Congress in 1906. Dr. Tyler, the son of President John Tyler, published an extensive article in 1931 on the history of Berkeley Hundred, the rise to prominence of the Harrison family, and the demise of Berkeley Plantation during and after the Civil War.

John Jamieson married Harriet Barber in 1907 and the couple had four children: Constance, Malcolm, Walter, and Frank. Mrs. Jamieson and the children began to spend several weeks each summer camping on the lawns near the house which was uninhabitable. John would take the night train from New York to Berkeley, spend the day with the family, and return to the city the next evening. He never lived at Berkeley, but he encouraged his son, Malcolm, to farm the property and restore the house and grounds. John died in Richmond in 1926.

Malcolm graduated from Rutgers in 1928. All of the children inherited Berkeley, but it was Malcolm who was imprinted with his father's love of the plantation and its potential for restoration. Wanting to spend the rest of his life there, he arranged to buy out his siblings and gain complete ownership. Dr. Lyon Tyler met with Malcolm to make him aware of the tremendous resource of the Nibley Papers and his own personal research on Berkeley Hundred.

Malcolm began immediately to restore the house, clear the land, plant trees and shrubs, and farm 500 of the 1400 acres. In 1933 Malcolm met, courted, and married Grace Eggleston from Richmond, a city girl who "hated bugs and . . . the outdoors in the country. I'm allergic to everything," she said, "but when you're in love you forget about those things. I was crazy about Mac."

The couple plunged into historical research to learn as much as possible about Berkeley Plantation. Before they married, Malcolm restored the guest quarters next to the mansion which served as their home until most of the mansion's restoration was completed in 1938. Grace filled the house with 18th century antiques ap-



PHOTOGRAPHY ON THIS SPREAD COURTESY OF THE BERKELEY PLANTATION

appropriate to the period when the house was built and Malcolm began work on the gardens that once covered five terraces.

The couple had one son, Malcolm (Jamie), born in 1944, who successfully operated a wholesale nursery business for 35 years

on the plantation's fertile acreage. He and his wife, Judy, have two children, Mac and Cary, and three grandsons who are also committed to preserving the legacy of the Berkeley Hundred that will observe its 400th anniversary this year: 1619–2019.

The 400th Anniversary Celebration: 1619–2019

An all day celebration of the anniversary will begin on Sunday, November 3, at 9:30 a.m. with tours of the home. Programs will start at 11 a.m. and continue until 4 p.m. Visitors are encouraged to attend in 18th century costumes. Visit virginiathanksgivingfestival.com, a separate website for the event. The ship *Godspeed* from Jamestown will participate at 3 p.m. in the landing of the 35 settlers and the prayers of thanksgiving. Visit berkeleyplantation.com for special programs and events that take place in nearly every month of the year.

Guides in costumes conduct tours of the mansion that is furnished with 18th century antiques. The first floor, including the central hall, north and south great rooms, the dining room, and the gentleman's room, is open to the public. Walking tours of the gardens and lawns are self-guided where visitors will learn the story of America's First Thanksgiving in 1619 and hear the playing of "Taps" written 157 years ago during Gen. McClellan's occupation of the plantation.

Tours in January and February: 10:30–3:30; March through December: 9:30–4:30. Admission: Adults, \$12; 60+, \$11; 6–16, \$7. See festival website for parking, admission, and food menus.



John Jamieson found the home in near shambles when he bought it at auction in 1907. Later that year, he married Harriet Barber and they began spending weekends camping at the house while planning for its complete restoration. After John's death in 1926, the couple's son, Malcolm, graduated from Rutgers in 1928. After he acquired the house from his three siblings, he began an immediate restoration clearing the land and planting trees and shrubs. He farmed 500 of the 1400 acres acquired at the auction. After he married Grace Eggleston in 1933, the couple plunged into historical research to assure an accurate restoration of the mansion. After it's completion in 1938, Grace filled the house with 18th century antiques appropriate to the period. Grace and Malcolm's son, Malcolm (Jamie), born in 1944 and his wife, Judy, and their two children, Mac and Cary, are committed to the preservation of a legacy that began 400 years ago.



The Formal Gardens at Berkeley Plantation

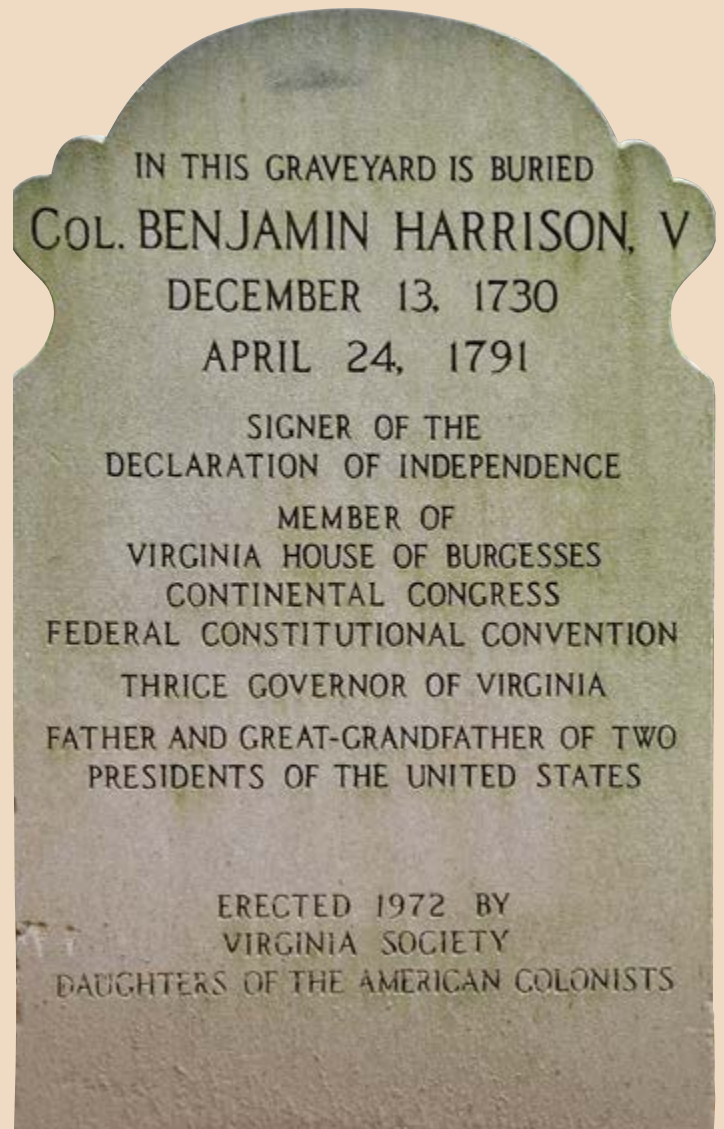


Text on Stone Monuments at Berkeley

ORIGIN OF TAPS

During the Civil War in July 1862, when the Army of the Potomac was in camp on this site, Brigadier General Daniel Butterfield summoned Private Oliver Willcox Norton, his brigade bugler, to his tent. He whistled some new tune and asked the bugler to sound it for him. After repeated trials and changing the time of some notes which were scribbled on the back on an envelope, the call was finally arranged to suit General Butterfield and used for the first time that night. From that time it became and remains to this day the official call for "Taps."

By signing the Declaration of Independence, the fifty-six Americans pledged their lives, their fortunes, and their sacred honor. It was no idle pledge — nine signers died of wounds during the Revolutionary War. Five were captured or imprisoned. Wives and children were killed, jailed, mistreated or left penniless. Twelve signers' houses were burned to the ground. Seventeen lost everything they owned. No signer defected — their honor, like their nation, remained intact.



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ALWAYS ON



William Henry Harrison

A CAREER OF POLITICS AND WAR

Following the practice of most Virginia planters, William Henry Harrison was schooled at home by tutors until he was 14. In 1787 he was enrolled at Hampden-Sydney College, a liberal arts school for young men about a hundred miles from Berkeley Plantation. In 1790 he moved to Philadelphia to begin the study of medicine at the University of Pennsylvania under Dr. Benjamin Rush. His father's death in April 1791 left him without funds to continue in medical school.

Governor Henry Lee III ("Light-Horse Harry"), a friend of the family, learned of his young friend's loss and persuaded him to join the military. He was commissioned as an ensign in the U.S. Army within 24 hours of his meeting with the governor. His assignment in the 11th U.S. Regiment of Infantry led him to Cincinnati in the Northwest Territory. Harrison fought against Indian forces in several territorial conflicts, including the Battle of Fallen Timbers in August 1794, the final battle of the Northwest Indian Wars. It was a contest for control of the Northwest Territory between the United States and the Western Confederacy of Native American tribes allied with the British. The battle ended major hostilities in the region and resulted in British and Indian withdrawal from the southern Great Lakes, western Ohio, and northeastern Indiana. Later that year Harrison was promoted to captain and given command of Fort Washington, Ohio.

The following year he courted Anna Tuthill Symmes, whose father was a judge and a very wealthy land owner in Ohio. When Harrison asked for her hand in marriage, the judge refused, believing that a military officer's life on the frontier would not likely create a happy marriage. The couple eloped. Two weeks later, the judge confronted his new son-in-law and demanded to know how he would support a family. The young officer stood rigidly and answered, "By my sword and my own right arm, sir." Judge Symmes did not accept Harrison until he had achieved fame on the battlefield. Between 1796 and 1817, the couple had 10 children. The couple's fifth child, John Scott (1804–1878), became the father of the nation's 23rd president, Benjamin Harrison, the only case in our history of a grandfather-grandson serving as U.S. presidents. Anna, who often suffered from poor health during her pregnancies, outlived William by 23 years.

Harrison's political career began in 1798 when he resigned from the military. President John Adams appointed him to replace the territorial secretary in the Northwest Territory. By October 1799 the territory had a population sufficient to justify a non-voting delegate to the U.S. Congress. Harrison ran for the post and defeated the territorial governor's son by one vote. As a delegate, he was permitted to serve on committees, submit legislation, and engage in debate. He became chairman of the Committee on Public Lands and was instrumental in getting the Land Act of 1800 passed. The new law made it possible for individuals to buy enough land to farm in the Northwest Territory and contributed to the area's rapid population growth.

The Northwest Territory included the present state of Ohio and eastern Michigan. The Indiana Territory consisted of the present-day states of Indiana, Illinois, and Wisconsin, fragments of present-day Minnesota east of the Mississippi River, nearly all of the Upper Peninsula and the western half of the Lower Peninsula of present-day Michigan, plus a narrow strip of land in present-day Ohio. The two territories were established in 1800 by Congress.

In May 1800, President John Adams appointed Harrison as the governor of the Indiana Territory. After he was confirmed by the U.S. Senate, he resigned as the delegate to Congress from the Northwest Territory and became the first Indiana territorial governor in 1801. Presidents Jefferson and Madison reappointed him in 1803, 1806, and 1809.

In 1805, Harrison built a magnificent home near Vincennes, Indiana, that he named Grouseland. With brick walls 22 to 28 inches thick, the thirteen-room home was a veritable fortress. Four of the Harrisons' 10 children were born at Grouseland.

Harrison met with several powerful Indian chiefs at the mansion to negotiate treaties, an authority granted to him by President Jefferson in February 1803. In the next six years, he negotiated eleven treaties with Indian chiefs, providing more than 60 million acres for further settlement—the southern third of present-day Indiana and nearly all of Illinois.

In 1809, after the Illinois Territory was created from the western portion of the Indiana Territory, elections were held for the first time to select members of the territorial legislature's upper and lower houses. Harrison had made several earlier attempts to introduce pro-slavery laws in the territories. When the Indiana Territory's general assembly convened in 1810, the anti-slavery faction quickly repealed the indenturing laws enacted in 1803 and 1805. After 1809, his political power slipped away as the territory moved toward statehood.

Harrison negotiated a treaty in 1809 with Indian leaders which transferred approximately 2.9 million acres of land to settlers located on the Wabash and White rivers. Many of the Indians represented in the settlement denounced the treaty and united under the leadership of Tecumseh, the Shawnee chief, and his brother, the Shawnee Prophet. Tecumseh envisioned an American Indian Nation.

With the approval of the War Department, Harrison took command of the territory's militia. While Tecumseh was traveling to recruit other tribes into his confederacy, Harrison set out to make a show of force to intimidate the Shawnee into making peace. Instead the Shawnee launched a surprise attack on November 7, 1811. Even though his troops were outnumbered, Harrison won a decisive battle over Tecumseh's forces in the Battle of Tippecanoe. When major American papers emphasized that the British were inciting the Indians and supplying them with firearms, the public was outraged. The continued impressment of U.S. seamen on the high seas by British warships added to the war tempo. On June 18, 1812, the United States declared war against Great Britain.



As the commander of the Army of the Northwest, General James Winchester's forces were defeated in the Siege of Detroit. In September 1812, President Madison removed Winchester and selected Harrison as the commander of the Army of the Northwest. He resigned from the governorship on December 28, 1812. In the winter of 1812-13, Harrison directed his troops to construct a defensive position along the Maumee River in northwest Ohio, naming it Fort Meigs.

After receiving reinforcements in the spring, the Army of the Northwest went on the offensive, winning victories against the Shawnees and their British allies and recapturing Detroit. On October 5, 1813, Harrison's forces invaded what is now Ontario and defeated the British on October 5, 1813, at the Battle of the Thames in which Tecumseh was killed. The battle was considered by historians to be pivotal, second only to the Battle of New Orleans. Congress awarded Harrison a gold medal for his service in the War of 1812. Harrison accepted appointments to two commissions. The first commission negotiated the 1814 Treaty of Greenville. The second commission negotiated the 1815 Treaty of Spring Wells.

In 1814 Harrison resigned his military commission and returned to his family in North Bend, Ohio, where he began farming and improving the family's log cabin farmhouse. Public life proved irresistible to him and he ran for and was elected to complete the term of John McLean in the U.S. House of Representatives. McLean had been appointed by the governor to the Ohio Supreme Court. In 1819 he was elected to the Ohio State Senate, serving until 1821. During his service in the state senate, he lost the election for Ohio governor in 1820. Unperturbed, Harrison in 1822 ran for a seat in the U.S. House of Representatives, losing that race by 500 votes.

Persistence paid off in 1824 when he was elected to the U.S. Senate. When he had served four years of the six-year term, President John Quincy Adams appointed Harrison to become the first U.S. minister plenipotentiary to Gran Colombia. He arrived on December 22, 1828 and found the country on the edge of anarchy. Harrison wrote a letter of rebuke to Simón Bolívar, calling on him to encourage the development of democracy, stating "the strongest of all governments is that which is most free." Soon after Andrew Jackson became president on March 4, 1829, Bolívar demanded Harrison's removal as the U.S. minister to Columbia, writing "The United States . . . seem destined by Providence to plague America with torments in the name of freedom." Jackson recalled Harrison immediately. He returned home in June 1829 and retired to his farm in Ohio after 38 years of public service.

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

There were strong pockets of opposition to the fiery Andrew Jackson who often made enemies quicker than he made friends. The Whig Party surfaced in the 1830s as the primary opposition to Jacksonian democracy. Its members came from the Democratic-Republican Party and the Anti-Masonic Party and some who were philosophically Federalists. “Democrats stood for the ‘sovereignty of the people’ as expressed in popular demonstrations, constitutional conventions, and majority rule as a general principle of governing. The Whigs advocated the rule of law, written and unchanging constitutions, and protections for minority interests against majority tyranny.”³ They supported the supremacy of Congress over the executive power of the Presidency. Becoming a formal party in Jackson’s second term, the Whigs favored modernization of the banking system and tariffs to stimulate manufacturing. Their constituencies included planters, reformers, entrepreneurs, and the emerging middle class.

They wanted a candidate with high public visibility to counter Jackson’s war hero popularity in the upcoming 1836 presidential election. Jackson’s hand-picked successor was his vice president, Martin Van Buren. The Whigs opted for a strategy to deny Van Buren a victory in the electoral college. They actually ran three regional candidates, including Harrison, Hugh White, and Daniel Webster. Van Buren received 50.79% of the popular vote, but he got 57.8% of the electoral vote, or 170 of the 294 possible votes. Harrison was the top contender with 36.59% of the popular vote and 24.8% of the electoral vote, or 73 votes. The Whigs thought Harrison made a good showing, carrying nine of the 26 states. His success made him their choice to unseat Van Buren in the 1840 election.

President Jackson’s battle with the Bank of the United States brought high inflation, unemployment, and business failures, a situation that Van Buren inherited at the beginning of his term. The Panic of 1837 followed. Van Buren’s mismanagement of the crisis and apparent uncaring attitude made him extremely unpopular. The Whigs wanted a candidate who presented a major contrast with the aristocratic incumbent. Harrison’s success in managing the Northwest and Indiana territories, his notoriety as an Indian fighter at Tippecanoe, and his victory over the British in the Battle of the Thames put him at the top of the Whig’s list.

One of the newspapers supporting Van Buren characterized Harrison as a “dull rustic” after a reporter saw his log cabin farm house in North Bend. “Give him a barrel of hard cider and settle a pension of two thousand a year on him, and take my word for it, he will sit the remainder of his days in his log cabin.”

The Whigs grabbed the contrast of the sophisticated Van Buren and Harrison’s Indian fighter–farmer reputation and took it to the electorate with posters and badges. Harrison became the “log cabin and hard cider” candidate. While Van Buren attempted to run an issues-based campaign, Harrison’s handlers took the rustic theme, remade their candidate, and went for the



William Henry Harrison

heart. Voters wanted to identify with a war hero who shared their plain values. He inspired one of the most famous campaign slogans in our history: “Tippecanoe and Tyler, Too.”

Harrison, of course, was from a wealthy, six-generation Virginia family who schooled their children in the classics, sent them to elite colleges, and enjoyed luxurious living. He and his running mate, John Tyler, were practically neighbors. The two Virginians were from the state that was the core of the Democrats power base.

In his 1832 presidential campaign, Andrew Jackson made politics an entertainment stage for the everyday man. The Whigs followed his example, using bonfires, rallies, and barbeques and inciting the crowds to chant ditties to whip up the fervor.

*Let Van from his coolers of silver wine drink,
And lounge on his cushioned settee,
Our man on his buckeye bench can recline,
Content with hard cider is he.*

While political cartoons certainly were not new in 1840, newspapers used them to hit a crescendo of humor and rancor that was unprecedented.

When the presidential election concluded on December 2, 1840, Harrison received 52.87% of the popular vote and 79.6% of the electoral vote—234 to 60. The incumbent won only seven of the 26 states. At 68, Harrison was the oldest president elected until Ronald Reagan took office on January 20, 1981, just 17 days short of his 70th birthday.

3. Frank Towers, “Mobtown’s Impact on the Study of Urban Politics in the Early Republic.” *Maryland Historical Magazine* 107 (Winter 2012): 469–75, 472.



Anna Symmes Harrison

In the genre of an historical novel, Clifford Dowdey in 1957 wrote an engaging story for *American Heritage* magazine entitled “The Harrisons of Berkeley Hundred.” Extracted here are several paragraphs describing William Henry Harrison’s last visit to his birthplace soon after his election.

“On his way to Washington, William Henry made a sentimental journey to his birthplace. He perhaps knew that Berkeley would not be much longer in the family. His 54-year-old nephew, Benjamin Harrison VII, had deeded the remnants of the plantation to the Bank of the United States for a twenty-thousand dollar debt, the top loan that could be made on the deteriorated property. The Signer’s grandson was living on in such fashion as he could sustain in the manor house he no longer owned.

“Berkeley’s fortunes were beginning a long decline in which the land would change hands many times and the great house would fall into disrepair, its fine chairs split up for kindling by McClellan’s Union army and its beautiful old brick painted over with red barn paint. Not until another century dawned would the house at last fall into hands that would restore it with loving care as a relic of a distant past. . . .

“In February of 1841, [William Henry] returned to the great-roomed house and went into his mother’s bedroom, where he was born. From there he could look across the idle land to Westover, where the Harrisons and Byrds had walked together in other years, and where Benedict Arnold’s redcoats made their landing. From the shelves in that eastern room he took down

the books he had studied in his youth and marked the classic quotations with which he loved to fill his speeches. Then, in the ancestral home that was fast becoming as remote from the pattern of American life as it was from his own later years, Berkeley’s most famous son sat down to write his inaugural address as ninth President of the United States.”

Harrison’s wife, Anna, was not well enough to make the trip to Washington for his inauguration. He asked his daughter-in-law, Jane Irwin Harrison, to accompany him and act as hostess until Anna’s later arrival.

Aware of public concern about his age, he wanted to show the mettle of the general who had won battles at Fallen Timbers, Tippecanoe, and Thames. While he may have been amused at the public’s reaction to his portrayal as a backwoods Indian fighter and log cabin farmer, he also wanted them to know that he was a highly trained general and a thoughtful man with a classical education.

He took the oath of office on a cold, wet day: March 4, 1841. Instead of riding in a closed carriage, he rode on horseback to the ceremony without a hat or overcoat. He required nearly two hours to read his speech and later became the first president to have his photograph taken. After riding in the inaugural parade, he returned to the White House for a brief rest before attending three inaugural balls.

In his speech, Harrison pledged to reestablish the Bank of the United States and approved its ability to issue paper currency. He promised to defer to the judgment of Congress on legislative matters and use his veto power sparingly. He reversed Jackson’s spoils system of executive patronage. Henry Clay made a nuisance of himself by trying to influence every appointment. His irritation erupted with a rebuff: “Mr. Clay, you forget that I am the President.” Their disputes climaxed when Harrison named Daniel Webster as his secretary of state.

Applicants poured into the White House seeking appointments. The President finally complained that “I am so much harassed by the multitude that calls upon me that I can give no proper attention to any business of my own.” When a group of Whigs arrived at his office on March 16 to demand the removal of all Democrats currently serving in any appointed office, Harrison blasted, “So help me God, I will resign my office before I can be guilty of such an iniquity!” Harrison and Clay’s disputes climaxed on March 13 over calling a special session of Congress. Harrison told Clay to never set foot in the White House again and to only address him in writing.

After being caught in a rainstorm without any protection, Harrison became ill on March 26 with a severe cold. Over the next 48 hours, his condition worsened and a team of doctors was called in to treat him. After a series of treatments, including bloodletting, that today would be considered barbaric, the President was treated with a boiled mixture of crude petroleum and Virginia snakeroot. The treatments weakened him and he died on April 4, one month after taking the oath of office.

A medical research analysis made in 2014 based on the notes

and records of Dr. Miller, the attending White House physician, indicate the White House water supply was downstream from a public sewage lagoon. From his symptoms, the research concluded that President Harrison likely died from septic shock due to enteric fever.⁴

His last words were to Dr. Miller, but apparently meant for his vice president: “Sir, I wish you to understand the true principles of the government. I wish them carried out. I ask nothing more.”

A 30-day period of mourning was declared. An “Invitation Only” funeral service was held on April 7 in the East Room of the White House. The coffin was placed in a temporary receiving vault at the Congressional Cemetery. The next day the roar of cannon and the tolling of bells could be heard throughout the day as a long procession of carriages moved slowly down the avenue to the sound of melancholy music. Thousands on foot followed the entourage of carriages.

In June, Harrison’s remains were transported by train and river barge to his home of North Bend, Ohio. On July 7, 1841, William Henry Harrison was buried in a family tomb at the summit of Mt. Nebo, overlooking the Ohio River. The President died with no assets. Congress voted a \$25,000 presidential widow’s pension for Anna Harrison and one year of Harrison’s salary which was equivalent to \$600,000 in 2018 currency. The couple’s son, John Scott Harrison, served two terms in the U.S. House of Representatives in the 33rd and 34th Congress, representing a district in Ohio. His son, Benjamin Harrison, became the 23rd president of the United States (1889–1893).

Since Harrison was the first president to die in office, the question was raised within hours as to whether the vice president became the president of the United States immediately or simply temporarily acted as president until an election could be held. After the cabinet consulted with Chief Justice Roger Taney, it was decided if Tyler took the presidential oath of office, he would assume the office of president. Tyler obliged and was sworn into office on April 6, 1841.

In May, Congress convened and passed a resolution that confirmed Tyler as President for the remainder of Harrison’s term. Congress set a precedent that was followed on seven occasions in the coming years of U.S. presidential history. The precedent was finally written into the Constitution in 1967 in Section 1 of the 25th Amendment.

The Whigs lost their leader who had promised to ramrod a revenue tariff through Congress. John Tyler, a former Democrat, abandoned the Whig agenda. He retained most of Harrison’s cabinet for one to two years and then appointed his own men.

President John Tyler is last of the six U.S. presidents from Virginia whose homes you can still visit today. Tyler’s presidency and his home, Sherwood Forest, will be included in May in the digital Spring edition (rismag.org, 16:2) immediately following this story on President William Henry Harrison. RIS

4. McHugh, Jane; Mackowiak, Philip A. (March 31, 2014). “What Really Killed William Henry Harrison?” The New York Times.

Give us your best shot!

In the fifteen years we have produced *Roughing It Smoothly*, we have never met an RVer who did not have a camera. The range of their equipment is amazing. One man showed me an array of equipment packed in a custom-

Topic: Nature in the U.S. and Canada



First Place

Puffins in Elliston, Newfoundland

by Bonnie Forman-Franco of Jericho, New York

Nikon D850, 200–500 mm lens; 1/3200 @ F8, ISO 640; hand held

Tips for Improving Your Photos

Congratulations to *Roughing It Smoothly*’s first ever photo contest winners, and thanks to everyone who submitted photos. These contests are judged by professional standards, and tips for improving your photos will be included in upcoming issues. The biggest concern when looking at current entries that didn’t win was having too much extraneous material included near the edges, or sometimes too little. A good guideline is that if content near a photo’s edge doesn’t add to, or maybe even detracts from the main subject, crop it out. The example shown here gets rid of some gravel along the right edge. Minor crops at the outer edges bring the viewer closer to stepping into the scene, as shown in the cropped image. Inexpensive, very easy photo editing programs, such as ACDSee Photo Editor 10 (\$30), magnify your images—a real aid in improving your photos. Keep submitting!

—Suzanne Clemenz

built aluminum case with foam recesses for two cameras, four lenses, a flash, and other assorted equipment. Many camera enthusiasts do quite well with the camera in their cell phones. Some can organize their collections into both subject areas and time sequences to correspond to their travels. The quality of their pictures usually does not depend

on the price of their equipment. Knowing how to frame a shot is often more important. Our next contest will focus on "Natural Landscapes." Email your entries on or before June 15 to fred1902@gmail.com. Include your full address, a phone number, title of image, location, camera, and exposure settings. First place, \$100; second, \$50; third, \$25.



Second Place

Raindrops on Lady's Slipper,
Great Smoky Mountains National Park
by Nancy Dill of Mt. Juliet, Tennessee
Nikon D750, 24-120 mm lens



Third Place

Wild horses near the Salt River near Phoenix, Arizona
by William Lax of Mesa, Arizona
Nikon D500, 80-400 mm zoom lens

Uncropped



Cropped





Inman's Answers

As the editor of "Serious Tech Talk," Danny Inman, a 44-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 . . .

Mounting a Front Pull on the Power Glide Chassis

Is there a point on the front end of the 2019 Power Glide chassis that a hook or connection could be mounted? This connection would be used to get a front pull with a nylon strap or cable if ever stuck in mud or wet grounds. This would eliminate a

tow-truck driver from wrapping any strap around a suspension component. I have seen the need for this circumstance at several FMCA rallies after heavy rains.

James & Kathy Nova, La Porte, Indiana

Dear James & Kathy,

Finding a solid point for a front pull should not be a problem because the chassis rails extend to a point immediately behind the front cap. The problem will be designing a connecting point that will allow the generator to continue to slide out for service. You would also have to modify the fiberglass on the front cap to allow access to the hook without damaging the front cap. This is a project that Tiffin would not attempt to do in the Red Bay Service Center.

Problem with Alligator Clamp on Slide

We have a 2011 40-ft Phaeton. The big slide behind the driver has a heavy rubber piece mounted to the top of the coach that keeps out dirt and water as the slide is moved in and out. It is held on by a big metal alligator clamp that runs the length of the slide. It keeps getting caught between the slide and the wall. I had it replaced in Texas and again at Tiffin in Red Bay. They told me they were going to use screws to hold it on, but they didn't do it that way. It is off again. Would you please advise on how to fix this problem? Thank you!

Tom Milligan, Hooper, Nebraska

Dear Tom,

In place of screws, the best way to secure the rubber and prevent it from sliding off would be to use a bead of silicone around the perimeter where the rubber meets the fiberglass. To do the job properly, you will need to remove the slide-out topper from the box, laying it back up on the roof. Be sure to clean around all of the seals and get them secured and in place. Then run a thin bead of clear silicone along the edge of the rubber and the side-wall. Be sure to allow ample time for the silicone to dry before closing the slide-out.

Crack in Bedroom Slide-Out

I own a 2013 Allegro Open Road. The issue is with the driver-side bedroom slide. On the outside bottom corner there is a crack. Is it caused by the face frame in the wall not being strong enough? Is there a solution? Thanks!

Robert Voigt, Alvin, Texas

Dear Robert,

It could be a problem with a stress crack in the supporting face frame in the wall or just a simple stress fracture in the fiberglass itself. A simple stress crack in fiberglass is not that uncommon. If it turns out to be a weak point in the supporting face frame, it can be strengthened by using a corner support on the inside of the unit and then re-glassing the fiberglass. If it is a simple stress

in the fiberglass, the fracture can be relieved with a cut that will be covered by trim.

Question About Window Design

We enjoy our 2014 Allegro Open Road 36LA. One thing I do not understand is the window design. Many, but not all, have an opening cut in the bottom of the frame. Some have a covering, others do not. Should they all? During a rainstorm, we have windows with tracks that fill with water and then overflow down the wall below. Will windows with these kinds of cracks keep out cold air?

Michael Fiehler, Cape Girardeau, Missouri

Dear Michael,

All of the windows that open have small slots in the outside framework that we call weep holes. When condensation forms or rain water gets into the sliding track, the weep holes allow the water to drain to the outside of the motorhome.

Depending on the location of the window, some have covers and others do not. If water is filling the slide tray and running down the inside wall, the weep holes are probably stopped up with trash. You can solve your overflow problem by pulling up the rubber seals and cleaning out the tracks. Normally, the rubber seals will not keep out **all** of the cold air.

Awning Angle Adjustment

My 2006 Phaeton has been a wonderful RV. I like everything about it but the awning. It goes straight out, and offers no shade unless it is high noon. Is there anything I can do to have shade in the afternoon?

Carl Carver, Meridian, Mississippi

Dear Carl,

Unfortunately, the awnings that Tiffin used in 2006 had very little adjustments with reference to pitch. The only way to solve this problem is to change out the complete awning to one that has many more adjustments.

Can We Install a Combo Washer-Dryer?

We have a 2014 Allegro Open Road 36QBA. It has the bunk beds and four slides. Is there anywhere I can purchase and install a washer-dryer combo in my RV? We were told that removing the bunk beds to put the washer-dryer there would not work. I was thinking of the position on the left of the RV where the Euro chair is. We are full-timers!

Pat Dupee, Tampa, Florida

Dear Pat,

The major problem in locating a washer/dryer in a slide-out is getting the drain water through the infrastructure and back to the holding tank. If a washer/dryer is a game changer, it might be better to look for a unit that has that amenity.

Motion Feature on Spyder System

I have a 2018 Allegro Bus with the Spyder system controls. I really enjoy the motion feature when there is motion. Is it normal for the bath area panel switch lights to come on without motion?

Jim Wright, Dallesport, Washington

Dear Jim,

The Spyder engineers tell us that reflections from the mirrors can sometimes cause the panel to activate.

Intermittent Operation of Night Shades

I have a 2013 Allegro Breeze 32BR. Having survived some very heavy rains and minor flooding by the front windshield area, the night shade is now intermittent.

At times when I select the switch for up or down, there is

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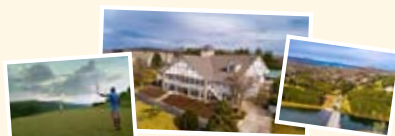
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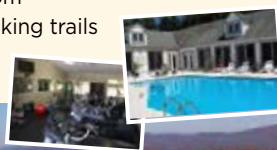


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no movement. Then they will work, albeit for a couple of cycles. I never know what I will find. I decided to keep the shade part-way down to block the sun while driving. Thought of replacing the switch, but the repair shop said, "No." What can I do?

Leonard Hellwig
Madras, Oregon

Dear Leonard,
It could be the switch, but more than likely it is the motor inside the shade itself. Due to the cost of shop time, it is less expensive to replace the motor than attempt a repair.

Heating the Cab Area

We have a 2015 Allegro Open Road 38QBA. It would be nice if Tiffin could have a door or curtain just behind the driver/passenger seats that would allow you to close off the entire back of the coach in order to heat or cool the front cab area better. It is very hard to heat or cool that area when traveling.

Kent & Meg Richter
Amherst, New York

Dear Kent & Meg,
We have not installed privacy curtains behind the driver and passenger seats since the early nineties. However, some owners have curtains custom made and installed by an aftermarket company.

Need Information on Using Solar Charging Panels

We have just ordered an Allegro Bus 40IP with the optional solar charging panels. I am trying to understand the sequence/priority of the AC shore/generator power system (which I am considering as a single source), solar during daylight, and the alternator while we are underway. I would like to know what charges what and when? For instance, while traveling on a sunny day, I might have both solar and alternator charging systems available to charge the chassis and house batteries. Which service is primary and which is secondary? Also are both chassis and house being charged by the same source at the

same time? I assume that the shore/generator is the primary source when connected through the inverter/charge. When is the solar system active? Does solar contribute while underway or only while boondocking? Also, are the chassis and house batteries both charged at the same time and from the same source?

Tim & Penny Haney
Meridian, Idaho

Dear Tim & Penny,
The shore power and generator charge the house and also the chassis batteries when needed through the inverter which regulates the process to prevent overcharging.

The alternator on the engine charges the chassis batteries and also the house batteries when you are traveling. This process is also regulated to not overcharge the batteries.

The solar panel also has a regulator to prevent overcharging. The design of all three systems prevents the overcharging of the batteries.

Entry Door Latch is Sticking

We have a 2014 Allegro Red 33AA. The entry door latch is very difficult to open. My wife has "given up." Many times the latch does not open the door unless you push HARD against it while opening the latch. This happens way too often and my wife and I are very frustrated. The door is on level ground. Is there some adjustment or after-market latch that would be easier? Please help! Thanks.

George Baumgartner
Sunset Beach, North Carolina

Dear George,
The fact that you are having to push hard against the door to get it to release and open is indicative that the round striker bolt needs to be adjusted out or possibly in, depending on which catch the bolt is contacting inside the door. There is also an adjustment for the exterior pull handle that is located on the side edge of the door just below the handle itself. Adjusting this bolt will determine how far the handle

comes out before it releases the latch. Too much adjustment could cause the door to pop open while you are underway.

Is My TV Remote Magical?

We purchased our 2018 Tiffin 32SA in August 2017. We have a problem with the remote systems for our TVs that no one has been able to fix. When directing the remote to one particular TV, many times it also turns on the other TVs within the coach. This is particularly annoying when my wife goes to bed at night and is awakened when the TV in the bedroom goes on just because I have changed a channel on the TV in the living room. This happens even when the bedroom door is totally closed! I sometimes feel like Harry Potter when I'm clicking my magical remote in every direction trying to turn on one TV and turn off the other two. Please help!!! Any resolution you or other *Roughing It Smoothly* readers could offer will be greatly appreciated.

Bill & Cheryl Socha
Rancho Santa Margarita, California

Dear Bill & Cheryl,
With the infrared system that controls the televisions, mirror and window reflections create problems with turning TVs on and off and changing channels when unwanted. We have found that a 22 percent piece of window tint screen placed over the receiver eye of the TV will reduce the distance of signal travel that it will pick up. It may not solve the problem completely but it will definitely help. The problem stems from having three TVs in a limited space.

Updating a 2006 Phaeton

In late summer of 2018, my wife and I jumped into RVing by purchasing a 2006 Phaeton. Just like our large boats we had in the past, we are updating the coach with things that would be considered normal wear and maintenance considering the age of the coach. We will have a gem once we finish in late spring! On our maiden voyage in October to Petoskey, Michigan,

things went okay, but I noticed that the dash AC/Heat was less than adequate during the drive. The AC was warm, and the heat was definitely not warm. Since the outside temps were warm on the way up and cool on the way home, we compensated with the roof AC heat pump to stay cozy during our drives up and back from

one of the gems of northern Michigan. My first thought was the engine thermostat(s). The coach has a 350HP CAT with 60K miles. I understand the distance from the engine bay to the front dash is not a short run, so temps fall or rise in the system with the trip forward, but I thought this was too much. What

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are your thoughts on this? Do we need to replace the engine thermostat(s), check for AC leaks, and/or give it a shot of AC juice? What does that entail, and what is a ballpark cost if, in fact, it is necessary?

I look forward to your reply. By the way, I enjoy your Serious Tech Talk section. Keep up the great work!

Tom McNutt
Perrysburg, Ohio

Dear Tom,

If the engine temperature is normal between 185 to 200, the thermostat should be working properly. One item to check is the water temp up front where the hoses go into the heater core box. With 180+ at the engine, the temp should be around 150+ where the hose goes into the heater core. If the water temp seems to be okay, the next thing to check is the vent door that regulates the air flow into the heater from the fan in the heater box. When you turn your temp control from hot to cold, you should be able to hear the doors open and close. If you do not hear the noise of the doors opening and closing, it is possible that the cable that operates these doors has become disconnected. As far as the AC, it could be that the Freon is low. A professional technician is required to change or increase the Freon. When you recharge the system, be sure to change the dryer bottle that removes the condensation in the AC. In your particular unit, the amount of Freon required is 2.3 pounds.

Need a Solution for a Squeaky Dashboard

We own a 2013 Allegro Red 34QFA. In the current edition of *Roughing It Smoothly*, Volume 16:1, in Serious Tech Talk you discuss securing the dashboard. My question is related.

I'm looking for a solution to a squeaky dashboard, particularly where the various surfaces of the dashboard come together or rest against each other. I have tried several things: (1) tightened the screws holding the dashboard and components

in place; (2) applied silicon-based lubricants at the seams where the pieces come together; and (3) inserted small strips of "non-skid" material into the seams. None of these efforts have eliminated or reduced the squeaks and rattles. Can you offer any suggestions?

Dave Abrecht
Los Osos, California

Dear Dave,

What you have done is exactly what we would have done here at the service plant, and would have usually solved the problem. More than likely you have made your attempts from inside the motorhome. Try sliding the generator out and using a wood shem to wedge between the sidewall and the dash itself. Also check to see if any of the expandable urethane insulation has broken loose and is rubbing, especially where the dashboard meets the front cap underneath the windshield. If it is coming from the passenger-side around the dash underneath the A-column, check to see if anything is rubbing between the sidewall and the dash area. This is a difficult area to reach.

Procedure to Use in Case of Slide Failure

I own a 2012 Phaeton 36QSH. I have owned five motorhomes, but nothing can compare to my Phaeton. I will never own any other motorhome other than a Tiffin. Your articles are outstanding in your magazine.

I have one nightmare that could happen. I have researched the possibility, asking other Tiffin owners and have also called Tiffin. So far I don't have the information needed to feel comfortable if one of the "electric" or "hydraulic" slides fails. Could you please send me a detailed emergency slide procedure for both?

Sam Salazar
Downey, California

Dear Sam,

Unfortunately, there is no written procedure that covers every possible situation that can cause the slide-outs not to function and remain deployed. As the de-

sign of slide-out boxes and the mechanical-electrical-hydraulic equipment have changed over the last 20 years, it would be almost impossible to write a manual to cover all of the "emergency procedures" to retract a slide-out stuck in the deployed position. Fortunately, we have several technicians on-call who have specialized in troubleshooting slide-out problems and can usually get you back on the road quickly. From 7 a.m. to 4:30 p.m., Central Time, Monday-Friday, call 256-356-0261 and ask to speak to a slide-out technician.

Suggestion for Powering the Movement of Slides

Is there any way to have the ignition interlock for the slides work from the ACC position instead of the ignition side? We hate all the bells and whistles that go off. It also seems unnecessary to power up the engine grid, heater, and other items that draw power just to run a slide in or out.

Craig & Sharmon Ely
Loveland, Colorado

Dear Craig & Sharmon,

It could be done but I cannot recommend this procedure. Depending on the year of the motorhome, you might bypass some of the safety features that prevent the slide-out from deploying while in transit.

Inoperative RV Awning

I have a 2011 Phaeton 42QBH with a Carefree awning. It will not extend when I press the awning switch inside the coach. What are the steps I can check to identify the problem and make the repair? So far I have checked the fuses in the outside compartment below the driver's seat. Are there other fuses or places to look? If it is the motor, how do I gain access to it for troubleshooting? Thanks for your assistance.

Rich Lombardi
Williamsburg, Virginia

Dear Rich,

After checking the fuses on the outside and finding them okay, go inside to the cabinet above the driver's chair where the

control switch for the awning is located. Behind the panel where the switch is located, you should find a direct response control box. This will be the main control that provided the lock-out that prevents the awning from deploying when you are driving. Also it will contain the controls for wind sensors and the in/out control for the awning motor. Check to make sure you have power coming into the controller from the fuse panel as well as out to the motor (when the switch is activated). If you do not find a solution for the problem in the foregoing tests, the next step is to go to the motor and see if you have power to the motor when the switch is activated. If you have power but no movement of the awning, then the motor will have to be replaced.

The Carefree of Colorado owner's manual has a good diagnostic that is complicated. You may be able to find a test there for failures during standard operations.

Sirius Reception in 2016 Allegro Radio

I am having a problem receiving the programming for the Sirius channel on the radio in my 2016 Allegro. I called Sirius and they resent the signal, but it did not resolve the issue. I receive the channel occasionally, but not consistently. I do receive a message on the radio display that says "check antenna." I have checked all of the connections under the dash.

Before I spend a lot of time and money trying to resolve the issue, can you tell me if this is a common problem and can the issue be resolved by replacing the roof antenna? Any suggestions to solve the problem will be appreciated.

Brad Schultz

Dear Brad,

If your radio has been operating properly in the past and this has become a recent issue, it is very likely the problem is caused by the antenna. Be sure to check the antenna connection on the back of the radio before you go to the expense of replacing the antenna.

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Retirement with a Purpose

When you retire, what do you do? Most people look forward to retirement but over time wonder why they retired because it seems in some ways that life has lost its purpose. There is only so much golf, tennis, hunting, card playing, and shopping you can do. Life can feel empty.

I was a family physician for 37 years, working in a delightful medical community in a small town where everyone knew your name. Over time I reduced my practice so I could invest more time with each person. I want to help with not only medical issues but the soul and spirit as well.

I thought about retirement at the usual age of 65, but what then? I was a church board member, eventually an elder of our local CMA church. I worked with individuals and couple to couple with my wife

over a decade in spiritual counseling to help direct people to freedom in Christ.

My medical practice could continue, but leaving medicine would give me time to focus on ministry, re-purposing my life in another direction outside of the medical community.

We purchased a motorhome to see America, our children, and our grandchildren. Traveling was enjoyable, however, Ali and I sensed there was more than just driving around. I felt a calling to do more.

That is when we heard about Christian Resort Ministries, a 501c3 non-profit which places chaplains in RV parks and resorts across the United States. We became familiar with this ministry because two friends had sold their business and joined the ministry. They challenged us to consider become a chaplain and—here it is—preaching each Sunday, doing Bi-

ble studies, and visiting people in their homes and hospitals.

Ali and I decided to test drive this retirement opportunity and see what our friends in the Rio Grande Valley of Texas were up to for part of the winter, which meant leaving our snow shovel and the chill of Iowa's winter. While we were with our friends, we watched, listened to his preaching, and visited the hospital to see residents from his resort. (I already had that hospital visit part down pat.)

There are times that you are confronted with a decision that you can not go around. God works that way. He places opportunities out of one's comfort zone and wants you to do what is uncomfortable.

We were asked if we would consider being a chaplain at an RV park for the next winter season. There would be an application process with CRM, a background check, orientation, training, and a mentor would be assigned to Ali and me. An ordination panel was scheduled, where I was interviewed, grilled, vetted, and deemed worthy of the honor to be ordained. Many people traveled hundreds of miles to be a part of this ordination recognition and ceremony.

We were assigned an RV park. Here is a community of people from all over the United States and parts of Canada that travel for the winter to be in a warmer climate. We found a ministry, and a purpose for being retired. We were where God wanted us to be, bringing the ministry to those who know and don't know Him.

Ali and I look back at friends we made serving as an RV chaplain and count them precious to our soul. But the most significant reward is seeing a person find freedom in Christ and watch a spiritual fire being lit.

For more information about Christian Resort Ministries (a 501c3 not-for-profit) ministry, contact them at 970-420-9525, on the web at crmintl.org, or you can email them at info@crmintl.org.

Dr. William Artherholt, Red Oak, IA

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