

Roughing It Smoothly[®]



IN THIS ISSUE

- **The 2021 Phaeton 440H**
- **Flagstaff, Arizona**
- **Destination: Philadelphia**

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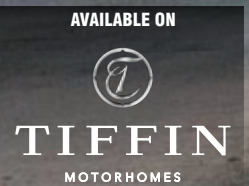
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Roughing it Smoothly®

October 2020

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You will find additional information in the digital magazine (rismag.org) on pages 68A & 69A for Destination: Philadelphia for camping, admissions, and hours for each of the places we visited.

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

In January 2020, Tiffin's owner-acclaimed quarterly magazine began its 17th 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 (17 years) of *Roughing It Smoothly* online at rismag.org

On this contents page, 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. Check rismag.org on Jan. 15, Apr. 15, July 15, and Oct. 15 to read the Winter, Spring, Summer, and Fall editions respectively.

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 43,000 have chosen

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INCLUDING Valley Forge, Winterthur, and Longwood Gardens
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OWNERS
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rismag.org

to read *RIS* online at rismag.org. Our dealers are distributing 17,000 copies in their showrooms. As *RIS* begins its 17th year, it 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 fred1902@gmail.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, write FROM THE ROAD.

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If you have just purchased a new Tiffin motorhome, your name will be added to our mailing list automatically. If you purchased a pre-owned Tiffin motorhome, see instructions below to add your name and your motorhome's data to the mailing list. *RIS* is not published by the Allegro Club.

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Please let us know if you like this new system by emailing Lisa@roughingitsmoothly.com. Go to Tiffin.dragonforms.com/RISMAG. The landing site will give you four options:

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Serious Tech Talk

To address your technical questions to Wayne Williams, 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. Please include your name, address, and phone number.

If you need an immediate answer to a service problem, you should call 256-356-0261.

**Check tiffinmotorhomes.com for new 2021 floor plans and décor:
The 2021 Allegro Open Road
The 2021 Allegro RED
Other updates for 2021 will follow in late October.**

Fighting Covid-19 Successfully

by Bob Tiffin

There's no doubt about it—Covid-19 certainly threw the RV industry a curve ball we didn't expect. After we watched it spread through New York so quickly, we realized it had the potential to do the same in the manufacturing and processing plants in the South. We decided to close for three weeks to make an assessment of just how much the virus was going to affect our area *and* to give our employees a chance to take shelter in their homes.

As described in my column in the summer issue, we assembled medical, management, and legal teams who used that time to put together a plan that was praised by North Alabama's media, including the news team at Huntsville's largest TV station. The teams worked with the most current information to develop a 40-page guide for reopening the plants which took place on April 13th and 14th.



We trained the department managers on the importance of wearing masks and maintaining social distance as much as it was possible. Employees with pre-existing conditions were asked not to return, but were assured of unemployment pay and insurance continuance. We also were able to purchase 400 Covid-19 tests out of Canada that produce a result in 15 minutes. Every arriving employee is checked every morning for fever. Anyone feeling the least bit sick is asked to report to the company nurse, who decides on a course of action: quarantine at home or make a visit directly to the company doctor.

During the three weeks we were closed and during the three minor outbreaks, Lex Tiffin, TMH's vice president for supply chain management, was instrumental in bringing in the personal protective equipment (PPE) we needed to reopen the plant. Lex anticipated the overwhelming demand for PPE created by the rapid spread of the virus and, with the help of Southeast Sales general manager Don Ross, bought in large quantities of PPE before the manufacturing sources were exhausted. As a distributor, Southeast was able to acquire Victory Electrostatic Sprayers to sanitize all of our plants. Creating an electrostatic mist, the Victory Sprayers deliver a non-toxic chemical that kills the virus on contact. It is the same device and chemical that is being used by the airlines before each flight. Southeast purchased 2,000 gallons of hand sanitizer and placed stations in every department of every plant. Saniwipes were supplied in bulk barrels. Forty no-touch forehead thermometers were purchased for use in our plants in Red Bay, Winfield, Belmont, Vina, Burnsville, Iuka, and Tuscumbia.

Because of the company's concern for the safety of first responders and medical personnel, Southeast donated face shields, masks, gloves, and lab coats to our local clinics and Red Bay and Helen Keller hospitals.

When our plants reopened in mid-April, we had a huge backlog of orders to assure we weren't just building an unsold inventory. Employees were excited to get back to work. We could not tell any difference in our production efficiency. After two weeks, we began to experience the first shortage of parts in our supply chain.

The shocker came on May 1 when Flexsteel announced their immediate plan to withdraw from the RV industry. They

Don Ross, general manager at Southeast Sales, is shown here using a Victory Sprayer to sanitize a conference room in the administration building at Tiffin Motorhomes.

gave us a two-week notice, shipped the remaining 250 pieces of furniture we had on order, and closed their Starkville, Mississippi, plant. Flexsteel had been building all of the furniture for the Phaeton, the Allegro Open Road, and the Allegro RED 340. We exhausted the Flexsteel inventory before the end of May.

We decided to continue building eight units a day, leaving many units with missing pieces of furniture and making it necessary to park them until the pieces arrived. Villa, our other furniture supplier with a plant located just a few miles away in Mississippi, stepped up to the plate to meet the demand and increased their production capacity, even while they worked successfully to deal with a virus outbreak in their plant.

Over the past two years, Villa has made the furniture for the Zephyr, the Allegro Bus, the Allegro RED, and the Breeze. As I write this in late September, we are building nine units a day and Villa is filling the void left by Flexsteel. When the supplies of raw materials permit, we will build 10 units a day.

A furniture company in Mississippi has joined our supply line with motorized double theater-style recliners, regular recliners, and two models of sofas, all built to our specifications.


We continue to be vigilant every day by checking the temperature of every person who arrives for work—and that includes me! Our two on-staff nurses continue to send symptomatic employees home for quarantine or to our company doctor. We

have had virus outbreaks in two departments that were quickly quarantined and those employees have returned to work.

The service center had an outbreak the last week of June just before our one-week vacation break. The service center is now running at full capacity. All owners arriving in the service center campground are checked for temperature and symptoms. They are checked again just before they drive their coaches into the service center bays. They are not allowed to associate with our technicians and must leave the service center immediately, returning only when their coach is ready.

As I am sure you realize, all of the major RV shows after January 2020 were cancelled this year. At this writing, the Florida RV Super Show in Tampa is scheduled for Jan. 13–17, 2021, the Fort Worth Show for January 5–10, and the Quartzsite RV Show is on track for January 16–24. We are planning to participate in all three shows.

I am also planning to start working again in January with our dealers in their extended weekend promotions with current plans to be at Mike Thompson's RV in Southern California January 8–10 and La Mesa RV in Phoenix January 14–16.

Production is good, sales are good, and we are looking forward to supporting you, both new and veteran RVers, as you continue to explore and enjoy this great country in the safety of your motorhomes. 



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The 2021 Phaeton 44OH Leads Tiffin's Most Popular Brand into Its Third Decade

With a base retail price in the low \$400s, full-timers are waiting in line to buy a 2021 Phaeton 44OH with features that include an all-electric coach, Tru-Track steerable tag axle, electronic stability control and auto traction control, an Aqua-Hot endless hot water supply, a 20-cubic foot residential refrigerator-freezer, the Hi/Lo voltage protection system, luxurious UltraLeather seating, the Powerglide chassis with the L9 electronic/turbocharged 450-hp Cummins 8.9L, diesel with 1,250 lb.-ft. of torque — all of this in a floorplan that includes a luxurious bath-and-a-half, a king size bed, and a walk-in closet.

The Phaeton has never been a cookie-cutter coach. Buyers have over 30 options: three décors, four cabinet choices, two tile choices, seven exterior paint combinations, and six floor plans.

ABOVE IMAGE: THE SAN FRANCISCO PEAKS,
BY SUZANNE CLEMENZ

TEXT AND MOTORHOME PHOTOGRAPHY BY FRED THOMPSON

THE DAYTIME LIVING AREA

With the slide-outs deployed, the living area measures 22'6" x 12'9" and encompasses three functional areas that blend together seamlessly: the seating for 10 to 12 people

in a conversation area, the dinette-computer workstation, and the galley. Perhaps we really have four areas here since the dinette doubles as a business area.

The Living Room

In the 44OH's traditional living room, the two 90- and 84-inch sofas located in the two opposing slide-outs can each comfortably seat four adults. With the 180-degree rotation of the driver and passenger seats, you've got room for 10. Turn the four seats from the dinette into the conversation and you have a party of 14. Put a couple of guitars, a fiddle, and an accordion in the mix and we could have a real hoedown in this Phaeton. The sofas are six feet apart. If bridge is your game, you could put up two card tables and eight folding chairs for two tables of bridge. It's always fun to think of the many ways you can use the space. A few

years ago here at the Tiffin Allegro Service Center Campground, one owner blew up his new 18-foot inflatable canoe in the living area to test it and plan his equipment and stowage plan.

The two sofas are standard equipment. The driver's side offers a 90-inch sofa covered in UltraLeather that converts into an air coil queen-size bed with a built-in pump that inflates in about two minutes. The 84-inch seating on the passenger's side is an UltraLeather DE sofa & lift TV (standard). When you tug on the forward edge of the seat, it flips out into a 49 x 73-inch bed. If you need them, you have guest beds for four.





The passenger side DE sofa with 55" lift TV.



The width of the galley is 7'6".



Storage is never a problem in a Tiffin coach.

There are plenty of options, too, as you personalize the 44OH to your own style of RV living. In place of the DS 90-inch sofa, you can order: (1) Two luxurious UltraLeather recliners separated by a center cabinet (MSRP \$1,233) housing an optional fireplace (MSRP \$761). (2) Two theater seats with a huge center console (MSRP \$2,175). Separate motors control the back recliner/leg lift and the head and shoulder lifts. (3) An L-shaped chaise sofa bed with ottoman (MSRP \$2,610).

In place of the DE sofa on the passenger side, you can select: (1) An air coil sofa bed with lift-TV (MSRP \$1,740). (2) A recliner with lift-TV (MSRP \$1,160). (3) A fireplace in a handsome cabinet with Broadway countertop (MSRP \$761, must be ordered with recliner).

All of the options come with the 55" lift-TV and the 42" TV over the dash. We will come back to the entertainment and four televisions in a few minutes.

The Galley

Tiffin's galleys are one of the major highlights in its coaches. Always brightly lit, the Broadway solid surface countertops are stylishly designed and manufactured with molding and curved edges and then polished to a high gloss. The openings in this countertop (90" across x 33.5" deep) are perfectly fitted with matching Broadway covers for the stainless steel sink and the True Induction cooktop. While very practical in purpose, the color coordinated backsplashes add yet another touch of class to the galley. To bring sunlight into the galley, TMH designers opened the backsplash with a 13" x 71" window, with a pull-down shade for evening privacy.*

The double stainless steel sink (18 x 15.5 x 6.5 and 13 x 10.5 x 6.5) is served with a 17-inch curved-arc, single-lever faucet with an inline sprayer and a soap

* To simplify showing the measurements (in inches) of cabinets and drawers, the first number is depth, the second is width, and the last is height. Remember d/w/h. In a drawer, "depth" is the long length of the drawer extending back into the cabinet; "height" refers to how deep the drawer is. Directionally, the front of the coach is "south," the rear is north, the driver's side is "east" and the passenger's side is "west." Broadway is Tiffin's solid surface countertop comparable to Corian. PS = passenger side. DS = driver side.



A 20 cu. ft. fridge-freezer



TMH's signature pantry



Appetizers before dinner at the computer/dinette workstation

dispenser. The induction cooktop has two positions to accommodate skillets and vessels with a diameter up to 10 inches. A 12-inch wide area extending for 83 inches behind the sink and cooktop provides ample space for colorful canisters to store sugar, flour, and grains, or for decorative house plants.

Above the cooktop you will find one of the largest residential microwave-convection ovens available today (14 x 21 x 10) with simple controls for quick jobs and easy-to-program controls for convection cooking. Located just below the cooktop, the Fisher & Paykel dishwasher is optional (MSRP \$1,378); however, it is ordered on more than 85% of the Zephyrs, Allegro Buses, and Phaetons. Not to be missed on the DS wall, the cook will be pleased with the 20-cubic-foot refrigerator-freezer: double doors with ice and water dispenser for the fridge and a pull-out freezer below with sliding compartments.

Located next to the refrigerator-freezer and taking advantage of the height of the compartment, Tiffin's signature slide-out pantry has not been successfully copied by competitors. The interior pantry is 57" high and 27" deep. The six adjustable shelves with retaining rods on both sides are 5.5" wide. Even when loaded with 150 pounds of groceries, the pantry slides in and out smoothly with a light tug. Connected to the ignition, a magnetically actuated lock at the top of the slide prevents it from opening when the coach is in motion. However, a button on the face of the cabinet will release the slide-out if a passenger wants a snack from the pantry while traveling.

On the south end of the galley, a 20" x 23" area leaves room for auxiliary appliances with a stainless steel pop-up outlet containing two USB ports and two 110v outlets. Three 110v outlets are out of sight above the countertop, mounted in the base of the overhead cabinets. Immediately under this section of the galley's countertop, a 28-inch slide-out adds a 16-inch-wide L-shaped solid surface countertop to the galley.

Now, let's take a look at the galley's cabinetry. As you will notice in the pic-

ture, there is a stack of four drawers on the north end of the galley. The first is a “pocket” drawer (7 x 8.75 x 3.5); the second drawer is longer (14 x 9.12 x 3.5); and the next two are deeper (14 x 9.12 x 4.5). The three drawers in the island slide-out are much larger: two are (26.5 x 10.87 x 3.5) and the third is (26.5 x 10.87 x 5.5). Each drawer is over two feet long! The designer planned for the storage of large skillets and vessels with a drawer (23 x 21.75 x 4) under the dishwasher. The “cavern” under the sink offers nearly eight cubic feet of storage and includes a rack for the Broadway sink covers.

The three cabinets above the galley’s countertop each have a fixed shelf and a slide-out box/shelf for easy access and viewing of the contents. Each compartment offers approximately three cubic feet of storage. Continuing with our storage assessment in the daytime living area, the four DS cabinets above the 90-inch couch have 18 cubic feet of storage space. The three PS compartments above the dinette have over seven cubic feet of space.

The Dinette

The dining table, measuring 26" x 40", has two large dining chairs. Usually stored in the basement, TMH added two folding dining chairs for visitors with upholstery matching the primary seating. The credenza, mentioned in the narrative about the business center, provides seven square feet of extra table space for placing the serving bowls being used for a meal. Many owners place a lamp on the credenza with a handsome arrangement of family pictures. The seven cubic feet of storage above the credenza will accommodate your dishes and serving pieces. The top drawer in the island slide-out has cutlery storage compartments.

The buyer actually has three choices for the dining furniture. An alternative to the previously described dinette-computer workstation, the standard UltraLeather booth dinette has always been popular with families. In the evening, the table can be dropped down even with the bench seats. The back cushions are placed over the table, creating a dou-

ble bed for two children. If small children are not regular passengers, many couples select the U-shaped dinette with plush seating, also upholstered in luxurious UltraLeather (MSRP \$363). Both options have long, deep drawers under each seat.

The Business Center

A generously sized desk and credenza in an office is a must for a business center to serve its purpose. The dinette-computer workstation (MSRP \$1,015) provides a credenza 76 inches wide and 18 inches deep. The dining table, doubling as your desk, measures 26 x 49 inches. If you need to organize large amounts of materials, the 90-inch wide galley plus its slide-out provide another 24 square feet of workspace. A tray slides from under the credenza’s countertop to support a laptop or a keyboard. The computer’s monitor rests on top of the credenza. A printer station is mounted on a slide-out in a console under the dining table. The opposite side of the credenza houses a filing cabinet and two drawers for office supplies.

THE BEDROOM

Fully enclosed with two large sliding doors, the bedroom has a footprint of 8'1" N-S and 11'9.5" E-W. Extra inches make a big difference in well-planned spaces – space at bedside for making up the bed and space at the end of the bed for your morning stretching exercises.

There are four choices for the beds which are standard residential sizes: queens are 60" x 80" and kings are 72" x 80". (1) The memory foam mattress-queen, standard; (2) The memory foam mattress-king (MSRP \$290); (3) The Sleep Number- queen (MSRP \$1,160). (4) The Sleep Number-king (MSRP \$1,450). The Sleep Number king was selected for this coach. It is very popular because the firmness is selectable for each side of the bed.

The padded pilasters and crown moldings that serve as the fascias for all four of the slide-outs give this coach’s woodwork an understated elegance and serve as a testament to the skill of the craftspeople who build Tiffin motorhomes. Both ➤➤



sides of the bed feature end tables with two USB ports each and 110v outlets, a Broadway countertop, and a front-opening cabinet. The slide-out walls on both sides of the bed have windows with screens as well as solar and opaque shades. When turning out the lights for the evening, you can use either of the full Spyder environmental control panels mounted on both of the bed's slide-out walls to facilitate turning all lights on/off, control heating and cooling, and check the power grid and the security system.

The comfort of the bed is enhanced by both decorative and bolster pillows, useful when you seek the bedroom's seclusion for reading. Each side of the bed boasts an overhead directional LED light mounted in the base of the overhead cabinets plus a focused sconce light attached to the wall. Position your pillows against a padded headboard framed with crown molding.

Each sidewall in the bedroom slide-out has a window with screen, plus solar and privacy shades. I have always enjoyed sleeping in fresh air which this bedroom fully accommodates, especially when you

use the exhaust fans with three speeds to create an attic fan effect.

The amount of storage connected to the bed assembly is amazing. The overhead cabinets with four swing-up doors offer 12 cubic feet. Lifting up the bed on struts reveals another 22 cubic feet. This design confirms Tiffin's commitment to its STORE-IT-ALL™ ASSURANCE.

The bedroom's PS slide-out contains both entertainment and storage technology. The north end of the slide-out houses a quad-door cabinet (11 x 42.75 x 14) mounted above a 17 x 27-inch window (EXIT). Below the window, a 30-inch high chest capped with a 14 x 46-inch Broadway countertop has two drawers (each 11 x 39 x 7) designed primarily for clothing storage.

Located in a 44-inch-high Broadway-capped chest in the south end of the slide-out, the coach's LG entertainment system is concealed by a louvered double door (see ENTERTAINMENT for more information). Two clothing drawers (14 x 11 x 7) and a hamper (1.7 cu.ft.) are in the lower half of the chest.

SPECIAL FEATURES IN THE 44OH

Shades: Pulled and Powered

After an inventor figured out how to attach a tiny motor to a window shade, the technology took the RV industry by storm. Before the technology came along, we used day-night shades, curtains, and sun visors — all hand-operated, of course.

The individual solar and privacy shades covering the windshield can be adjusted at the touch of a toggle switch on the dash. They operate in tandem to allow you to use the opaque privacy shade as a sun visor near the top of the expansive windshield and the solar shade to move a little lower to reduce the glare. If you are driving directly into the evening sun, you can bring the opaque privacy shade as low as safety permits. At night the privacy shade lowers all the way to the dash.

The solar and privacy shades for the side windows in the Phaeton's cockpit can be raised or lowered by a quick tug on the bottom rail of the shade that releases a tension spring. A second tug will make



the shade stop wherever you wish. When you are traveling, position the side shades about 10 inches above your head so you can easily reach them for adjustment while you are underway. The shades in the living area, bedroom, and bath operate with the same ease to bring in the amount of light you wish to have.

Entertainment

The entertainment equipment for the 2021 Phaeton 44OH includes four LG HDMI televisions: three in the 42-inch class and one lift TV in the 55-inch class. The coach's primary entertainment venue is designed around the 55-inch LG TV mounted on a lift which raises it from a concealed encasement behind the PS 84-inch sofa. The stereo sound system with four balanced speakers in the ceiling is enhanced with a 37-inch sound bar architecturally installed in the handsome valance woodwork above the 24 x 54-inch window. A knock-your-socks-off bass woofer is concealed under the credenza. The 42-inch-class TVs are located above the dash, in the bedroom, and in the exterior PS sidewall. The outside TV also has a 24-inch sound bar.

There are three ways the owner can receive television reception. (1) Antenna. Perhaps some of us have forgotten that TV signals are still broadcast over the air waves. An antenna on the RV's roof receives those signals. If you are camped near a large city and want to receive local programming at zero cost, that's the way to go. (2) Cable. Just like what you find in a good hotel, most campgrounds now offer cable. The cable connection point for Tiffin coaches is in the utility bay. (3) Satellite. Prob-

ably 90 percent of the Class A motorhomes in use today have some type of satellite receiver.

DISH's Wally receiver (subscription required) coupled with Winegard's In-Motion Satellite Dish (MSRP \$1,450) provide a broad selection of entertainment and standard programming. Both the Wally and the LG entertainment sys-

tem are standard equipment. The DISH Wally® HD satellite receiver is a fast, mobile receiver with a suite of new features. The unit's expanded capabilities include the use of built-in apps such as Netflix, Hulu, YouTube, and more. DISH's Pay-As-You-Go program has no activation, disconnect, or restart fees.

LG's BP350 Blu-ray Disc™ Player with Streaming Services and Built-in Wi-Fi is standard equipment on the 44OH. The HDTV unit has Blu-ray/DVD/CD playback, built-in Wi-Fi, and Smart Hi-Fi compatibility. The LG system is certified by the Digital Living Network Alliance. The DLNA certification makes it easy to set up your home and coach networks to share and stream photos, music, and movies. For more information, see DLNA in Wikipedia. You can access premium content from providers like Netflix, Hulu Plus, and YouTube. The Blu-ray disc playback delivers full HD 1080p video performance along with hi-definition sound. LG's Blu-ray players also play DVDs, so there is no need to replace your old DVD collection. Not only that, DVD Up-Scaling delivers exceptional image quality with 1080p up-scaling via HDMI. Connecting the LG to the Internet and the world of online content is easy when you have Wi-Fi built in. If you have an existing wireless broadband network, setup is simple.

The Extended Use of the Radio

While traveling or just enjoying the coach's living area at a choice resort, owners will be pleased with the Kenwood radio and its balanced sound system that features six Rockford-Fosgate speakers. After activating the radio, the operator from a sitting or standing position can select the angle from which the radio screen is viewed. The radio is SiriusXM-ready with a three-month free trial subscription to SiriusXM. With the touch of a button, the radio/navigation screen drops down to expose a concealed CD player. Operation begins at a landing site featuring six selections: Navigation (optional, MSRP \$1,160); Radio; Web Link; Sirius XM; Bluetooth (link personal phones); Spotify; and Set-up. The navigation is based on Garmin's software designed for motorhomes and large vehicles. The maps are displayed on the radio's 6.95" monitor along with concurrent verbal directions. The 10-inch rear view monitor for the exterior



cameras is not involved in the radio's functionality.

Navigation presents two choices: Where To? and View Map (with six options). Where To? presents four apps: ecoRoute; Trip Planner; Where I've Been; and My Data. In addition to a map, the navigation software shows compass heading, elevation, time, and speed. The program configures a vehicle profile that includes weight, length, width, and height. It uses the information to select routes that take into account height through tunnels and under bridges, max weight limits on bridges, narrow roads without shoulders, and more.

Red Bay's Triple-H Electronics, a long-time supplier of televisions and other electronic equipment to Tiffin Motorhomes, has developed an aftermarket, optional entertainment product that adds functionality to the in-dash radio via a 10-inch tablet.

Triple-H offers the Kenwood radio with pre-installed Garmin navigation software. The program configures a motorhome profile that includes weight, length, width, and height. The Garmin software presents live moving maps with traffic updates and alternative RV routes. It also searches for RV fueling stations and services, parks and campgrounds, restaurants, pharmacies, and other businesses.

The radio with concealed CD player has the capability of utilizing a wireless 10-inch tablet (see below left) developed by Triple-H that allows the passenger to have full access to the Kenwood radio including Bluetooth for two cell phones, operation of the radio, and management of navigation. In addition, it offers Sirius XM, Spotify, Car Play, and Android Auto plus the streaming of music from other sites. The tablet can be used independently as a camera, radio, and for many different apps while it isn't connected to the radio. With access to WiFi, it can be used to browse the internet.

The radio, expanded Garmin software including navigation, and the 10-inch tablet come as a package. It is also available for the Allegro RED and the Allegro Breeze. The system can be retrofitted into most Phaetons, Allegro Buses, Allegro REDs, and Breezes back to 2008. Call Triple H Electronics at 256-356-9005 for more information.

Lighting

Almost all of the lights in Tiffin coaches today are LEDs, or light-emitting diodes. An LED is a semiconductor light source that emits light when current flows through it. The two major advantages of LEDs over incandescents are lower energy consumption and longer life, or so I am told. Perhaps the scientists need to work more on the "longer life" advantage. But I am very pleased with the brightness of the lighting in my Tiffin coach. And thanks to the technology provided by Spyder controls, I can vary the intensity of the brightness to any level I prefer.

With just a quick count, I found 24 oval LEDs and five square LEDs in the ceiling of the living area, and five more in the base of the cabinets that throw more light on the galley countertop. Then there are four stylish LED sconces and four recessed areas in the ceiling and galley toe kick where string LEDs have been

installed. The bedroom has 10 oval LEDs in the ceiling, four LED fixtures for bedtime reading, and three recessed LED string lights. I especially like the LED strings recessed into the cove crown molding of the slide-out fascias. The half bath was not overlooked either—it got four in the ceiling. The master bath has four in the ceiling plus four directly over the two lavatories, just where we need them for shaving or applying make-up.

Perhaps the most comforting feature in lighting in the last three years is the effective use of "accent lighting." Strings of tiny LED lights are placed in recessed, hidden areas to highlight unexpected places, contributing to the ambiance of the whole room. We are finding accents in the ceiling's woodwork and fascias, behind the televisions, in the toe-kicks, under cabinets to light countertops, under the slide-out boxes to light the basement door locations, in the utility bay, and under the dash.

Heating and Cooling

The All Electric Coach technology is standard equipment on the 2021 Phaeton 44OH. It includes the hydronic Aqua-Hot heating system and the True™ induction cooktop. This technology eliminates the propane furnaces and cooktop. Aqua-Hot provides an even, moist heat distributed from six heat exchangers placed throughout the coach.

The Extraordinaire™ AC system in Tiffin coaches is enhanced by a state-of-the-art heating and cooling technology developed by Tiffin engineers. Modeled on the residential method of moving air, the system uses directional registers and return air vents placed on opposing sides of the ceiling: cooled air through the duct work on the PS side and return air through the vents connected to the DS ducts. This keeps air moving in a circular pattern to maintain the desired interior temperature.

All of the Phaeton floor plans utilize three roof-mounted 15,000 BTU air conditioners with heat pumps. When the temperatures drop to the 40s on cool mornings, you can utilize the campground's power to warm your coach with your heat pumps.

In the spring and fall months when you have warm days,





Tiffin's well-insulated walls will retain a significant amount of the day's solar warmth. With the optional fireplace (MSRP \$761), you can knock off the morning chill until the sun reaches the top of your coach.

When the temps really drop, Aqua-Hot's hydronic heating system pumps a hot liquid into five to seven heat exchangers that quietly disperse heated air into the living, bedroom, and bath areas. Operating fume free, the system maintains an even distribution of warm air without creating hot and cold spots in the coach.

Controlling Your Environment

Following is a specific discussion of the 2021 Phaeton's Spyder control center. It is very similar to the Spyder control center on the 2021 Allegro Bus.

Across the bottom of the pad, you will notice seven folders: Home, Lights, Power, Climate, Slides, Mechanical, and Settings. A touch to each folder will jump you quickly to the area you wish to address.


The HOME folder provides four rectangles containing an overview to four areas: Lighting, Climate, Power, and a non-folder view of your tanks (incl. diesel), water pump, and Aqua-Hot. Touching either of the first three will take you to that folder for making selections.

The HOME folder allows you to quickly turn ON/OFF lights in the ceiling, bedroom, and mid-bath, plus activate the water pump and Aqua-Hot, all time-savers when you are in a hurry and do not wish to go through the second level screens.

By touching the rectangle labeled LIGHTING PAGE, or the Light Bulb on the folder at the bottom of the pad, you will open the LIGHTS folder with six sub-folders. If you are not a computer person, don't let the word "folder" throw you. They are just squares and rectangles on the screen that corral functions in a given area. In the LIGHTS folder, you have sub-folders for Exterior, Main, Bedroom, Mid and Hall baths, and Light Master. When you turn the Light Master OFF, it will remember all of the lights you had ON

With potable water running through coils wrapped around the boiler, hot water is distributed endlessly and instantly to the galley, shower, faucets, and dishwasher. All water coming into the coach is filtered at the utility bay.

The optional heated floors by Gold Heat (MSRP \$5,075) have two zones: bedroom & baths and galley & living area. We find it so comfortable and effective that we lower by five degrees the temperature setting for the room. Choose a selectable setting between 1 and 5 for the floor heat and you will enjoy a "new warm."

when you touched the Master. When you touch it again, the same set of lights will come back on. Lights with this symbol  can be dimmed to about 10 percent of its total lumens at the lowest point and 100 percent full value. Hold your fingertip on the triangle and the dimming screen will appear.

The POWER folder (a battery w/ lightning symbol) gives you the option for prioritizing your electrical devices in the motorhome. If every device were ON at the same time, the system would go into overload mode and follow factory preset choices for shedding devices. On the right, the screen shows input from the generator or shore power and details voltage, amps, and hertz for each leg. The EMS (Electrical Management System) shows what is currently operating and what is OFF. As a new owner, you should ask for detailed training during dealer orientation for every option on this page including the inverter (pass thru/disabled), float charging, EMS (enabled/disabled), and AGS (auto generator start).

The CLIMATE folder is intuitive. In the 400H, you have three AC/heat pumps on the roof. The screen shows FRONT, MID, and REAR. The red and blue arrows facilitate selecting the coach temperature you prefer. Heat sensors in the ceiling monitor and control the desired temperature setting. The AC should be run on the AUTO setting in most cases.

When the outside temperature is above 38 degrees, you can warm your coach with the heat pump. If it is really cold, touch FURN on the front and rear sections to activate the Aqua-Hot heating system with the two thermostats for the desired temperature in the front and rear sections of the coach.

The SLIDES folder addresses only the two rear slide-outs in the bedroom. Prior to using the slide-out controls pad, you must first set the parking brake and turn

the ignition key to the accessory position. Do not stop in the middle of extending or retracting the rear slide-outs. Stopping can cause misalignment. The front slide-outs are operated from switches located in the top back of each driver and passenger chair. Be sure the chair backs will clear the slide-out sidewalls before extending or retracting.

The MECHANICAL folder (two cog wheels) controls ceiling exhaust fans in the galley, mid-bath, and rear bath, plus

the bedroom ceiling fan. A sub-folder for locks remotely releases the locks in the entry and bay doors.

The SETTINGS folder allows the owner to personalize the control center for time, temperature, screen brightness, screen settings (power saver, screen default selector, and color), and switch settings (keyless entry, doorbell, and fobs). The diagnostics settings should be used only by the technician at the dealership where you purchased your coach.

THE MASTER BATH

The bath is positioned between the bedroom and the walk-in rear closet, which places it functionally in the right location for bathing and dressing. The vanity is brightly illuminated with four LED lights, making morning preparations a pleasure. Each of the large rectangular lavatories is seamlessly molded into the Broadway countertop. A center cabinet separates his & her cabinets, each with a large square mirror. A handmade back-

splash covers the entire back wall from the base of the cabinets to the countertop. Single-lever, nickel-plated faucets with a pump design motif are complemented with plated towel rings and soap dispensers. Two 110v outlets take care of your appliances. The fascia's crown molding with accent lighting adds a significant touch of class. A stack of three deep drawers divides two vanity cabinets, each with over 3.5 cubic feet of storage. A second

cabinet mounted on the wall above the toilet is the perfect place for storing bathroom supplies.

The shower stall is designed with a large seat plus a shelf for toiletries. With the floor of the stall measuring 27 x 36 inches, you won't bump your elbows against the walls. The polished nickel hardware, flexible hose, and adjustable showerhead coupled with Aqua-Hot's continuous supply of hot water will



make showering a relaxing experience. When you first turn on the water in the shower, the Aqua Miser (blue dome and chrome handle) recirculates the water until it reaches your desired temperature (no wasted cold water while you wait for

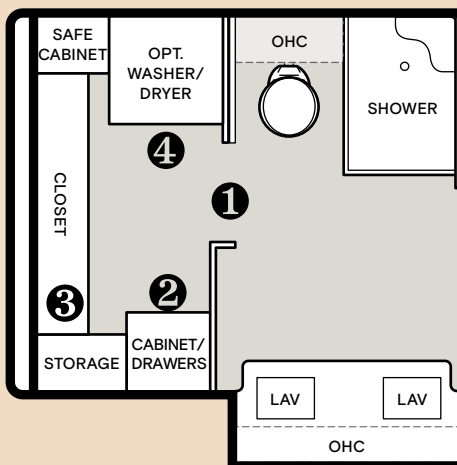
the hot). If you stop the water while you shampoo, the Aqua Miser goes into recirculate mode and delivers hot water when you are ready to resume. The skylight above the shower will bring in the sunshine and freshen up your morning. If the

morning is a bit cool, the insulated slide can cover the skylight and retain the indoor heat. In the middle of the bathroom ceiling, a 3-speed FanTastic vent will remove the humidity in a few seconds. It can also be used as an attic fan.

THE WALK-IN CLOSET

Most RVers do not expect to find a walk-in closet eight feet wide and nearly four feet deep when shopping for a new coach. Immediately on the left as you enter, a floor-to-ceiling cabinet is divided with a 27-inch-high compartment, 24 inches wide, that offers two deep shelves and the 110v breaker box. The lower half of the cabinet provides four deep drawers. Behind the chest in the northwest corner of the coach, a smaller cabinet with space above it for hanging clothes houses the 12v breaker box and two drawers.

On the right of the sliding door entrance to the walk-in closet, a second floor-to-ceiling cabinet is plumbed for a full-featured Splendide washer-dryer (MSRP \$2,030). A few owners want the extra storage space, but most order the washer-dryer. Across the entire back of the coach, owners enjoy an E-W 67-inch hanging rod. Behind the washer-dryer compartment, a N-S rod was designed for hanging coats and items used less frequently. Ten inches below the ceiling, a 14-inch deep shelf stretches across the entire width of the coach. Plenty of LED ceiling lights brighten the closet when you are selecting your clothes for the day.



THE HALF BATH

Positioned almost in the middle of the coach, the half bath will conveniently serve your visitors. It is also very handy when two are trying to get ready at the same time. An oval ceramic lavatory is integrated into a 40-inch Broadway countertop and served with a single-lever brushed nickel faucet and soap dispenser. A porcelain toilet with pedal flush and separate sprayer is positioned directly below the window. A towel bar is positioned on the south wall. A three-towel rack on the door flushes flat when not in use.

Matching the galley and full bath, a 15.5-inch backsplash surrounds the corner lavatory on both sides. The compartment is almost wall-to-wall cabinets: touching the ceiling is a double-door 27-inch wide unit above the toilet; a two-shelf corner cabinet 27 inches tall with mirrored door; and a 21-inch wide unit just to the right of the door. Under the lavatory, the double door vanity conceals a tall space; to the right of the door is a 21-inch wide shallow cabinet. Tiffin is without a doubt the master of creating storage space.



THE COCKPIT

Last year Tiffin created a new and very functional cockpit which left a fair amount of blank space on the dashboard. The purpose of the design was to improve the safety of the driving experience by placing on the lighted dash a display of

rear PSI, the gear in use, engine temp, fuel level, DEF level, oil pressure, H-L beam, odometer, and the actual numeric on the chassis' battery charge. The speed in 1-inch high characters sits dead center.

The "Information Display" appears in the



the responsive instrumentation and then locating the driving controls within the scope of the steering wheel's perimeter. After becoming familiar with the touch of the controls, the driver can keep his eyes on the road, even while making changes to affect the operation of the coach.

The right side of the dashboard has been pulled into a curve that places the monitor for the exterior cameras in the driver's main viewing angle. Just below the monitor, TMH placed eight toggle switches in an easy-to-see keyboard position, including the gen-start, the solar & night shades for the windshield, et cetera. The automotive heating and air controls are located just under the toggle switch bank.

The brightly lit dash instruments viewed through the top half of the steering wheel include MPH/RPM, front and

bottom center of the dash's instrumentation. The two trip meters are the only



items requiring input from the driver. The other information is placed at this location to alert the driver to an aberrant record. Those items include PSI, barometric pressure, engine hours, oil pressure, engine temp, distance to empty, and fuel economy. For your driving safety, these items should be checked only when the coach is stopped.

The side console under the window houses the Allison touch selector for gear changes, as well as mirror controls, engine brake toggle switch, the engine brake, and the HWH leveling control for the jacks. Many locations in the dash as well as both

driver and passenger consoles have USB charging ports, a 12v outlet, and a 110v outlet at floor level.

This year, for the first time, the Phaeton has driver and passenger seating built by Villa, the Cadillac of seating in Class A coaches. Eight-way power adjustments are standard, plus the chairs rotate 180 degrees easily to become seating for the living area.

Above the windshield in the cockpit area, Tiffin still sets the pace for well-designed cabinets that efficiently use space many Class A coach builders neglect. One cabinet contains controls for Winegard, Girard, and Triple H components.

DRIVING THE 2021 PHAETON 44OH

The 44OH is a cruising machine with all the driving features and road manners of its big brother, the Allegro Bus 45OPP. Of course, they are both built on Tiffin's PowerGlide chassis, now entering its tenth year of production.

This year Tiffin is introducing Tru-Track on the PowerGlide chassis for the 2021 Phaeton 44OH and the 40IH. Tiffin engineers worked in tandem with Watson & Chalin, Tiffin's suspension supplier, to design and build a steerable tag axle. If you are making a sharp turn at a speed under 20 mph, the tag axle will automatically turn up to 15 degrees to reduce the radius of your turn. At speeds over 20 mph, the tag axle locks in alignment with the dual axle.

Electronic stability control (ESC) and auto traction control (ATC) were introduced for the 2021 Phaeton. ESC adds stability in unanticipated situations such as quick lane changes and sharp off-ramp curves causing the coach to lean dangerously. ATC controls traction on slick or soft surfaces such as a field

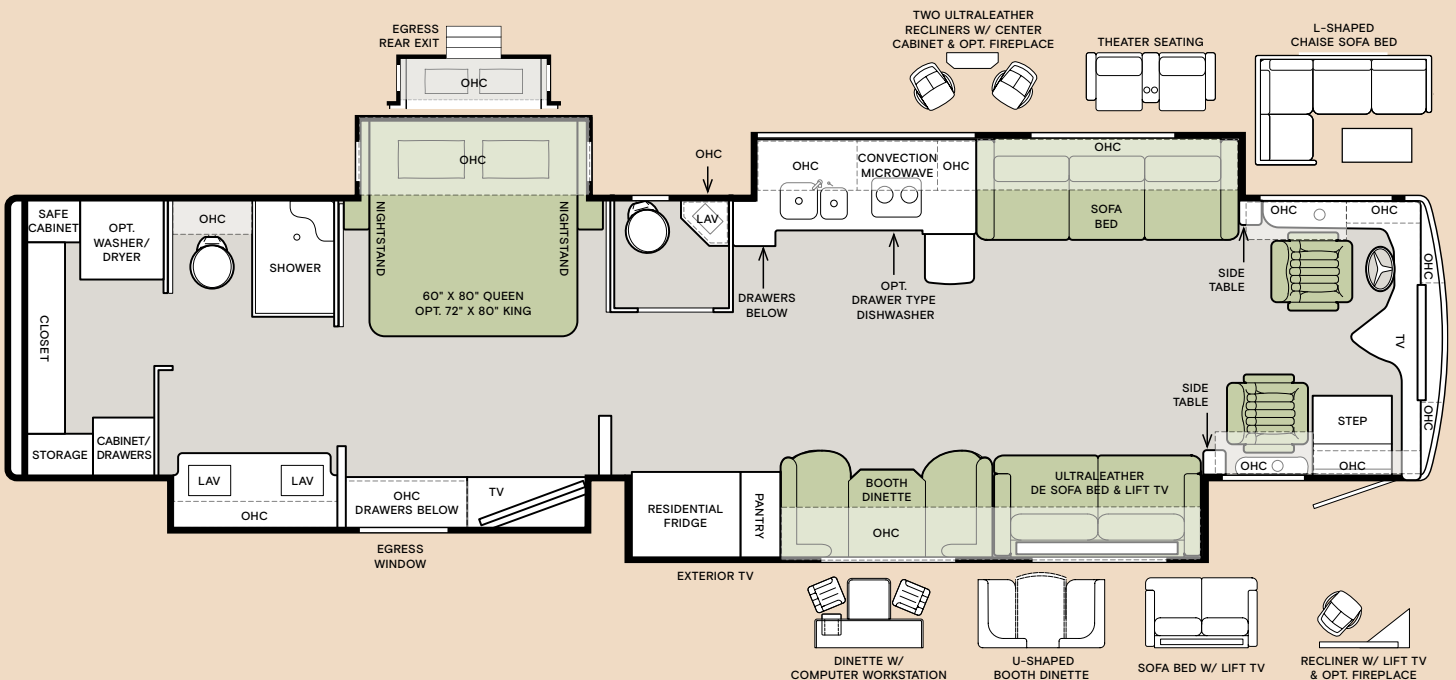
where you are tailgating at a game or attending a large rally.

With 450 horsepower and 1,250 lb.-ft. of torque, the 44OH moves through interstate traffic with ease and successfully takes five percent grades in the mountains with less than 10 percent loss of speed even when you are pulling a large tow vehicle.

I always appreciate the PowerGlide's performance with the ride-height adjusters providing the balance to take curves as if centrifugal force did not exist. Its independent front suspension, tuned shocks, and six air bags smooth out the uneven rough stretches in our interstate highways. Owners will be pleased with the coach's low ratio steering that does not require constant steering correction to prevent wandering.

The 2021 Phaeton will continue its dominance this year of the Class A diesel pusher market, as it has for the last 10 years. At its price point, the Phaeton is unmatched in its performance, quality, and broad selection of choices to create the coach that fits your RVing lifestyle. **RIS**

The Phaeton 44OH



SPECIFICATIONS: Model tested 2021 Phaeton 44OH, Quad Slide

Base MSRP* – \$413,402 MSRP as tested with options – \$446,219

STANDARD FEATURES

Structural

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

Automotive

PowerGlide chassis
Allison 3000 MH six-speed automatic transmission with lock-up (torque converter)
Cummins 450-hp, L9 8.9L, electronic/turbo-charged diesel with 1,250 lbs.-ft. torque
Electronic stability control (ESC) (Required Option)
Automatic traction control (ATC) (Required Option)
Air ride (6 air bags)
Aluminum wheels 6
60° wheel cut
Independent front suspension
ABS brakes & compression engine brake
Adjustable fuel and brake pedals
18-inch VIP Smart Wheel
Cruise control
Fog lights
Daytime running lights
Emergency start switch
Tire Pressure Monitoring
Steerable tag axle

General Exterior

Fiberglass front & rear caps
Dual fuel fills
Large tinted one-piece windshield
10Kw Onan® manual slide-out generator
Hydraulic automatic leveling jacks
Heated power mirrors with integrated cameras
Three power roof vents with 3-speed fans
Single motor intermittent wipers
Gel-coat fiberglass walls
Full-body paint with protective film on select locations
Deadbolt front entrance door
Double electric step
Power door awning
Power patio awning with LED Light
Manual window awning package (2 windows)
Slide-out covers
Custom mud flap
Lockable swing-out storage doors with gas shocks
Motion sensor lighting for exterior storage
Remote locking system for entry door
Chrome handles on compartment doors
Flush mounted & painted frame dual pane windows
Roof ladder
Electric hose reel
Electric power cord reel
Docking lights
Back-up camera
Side-view cameras activated by turn signals
Heated water and holding tank compartments
Six 6v house batteries
2000 watt sine wave inverter with 100 amp converter & transfer switching
Black tank flush system
Water filter
Gravity water fill
Undercoating
110v exterior receptacle
110v / 12v converter
Digital TV antenna
Pre-wired for in-motion or automatic satellite dish
Cable TV ready hookup
Three 15,000 BTU low profile roof A/C systems with heat pumps
A/C condensation drains
TRC Hi/Lo Voltage Protection

Driver's Compartment

Power Ultraleather™ driver and passenger seats with passenger footrest
Contemporary wraparound dash
Courtesy drawer in step well
Courtesy lights in step well
One drawer in dash with compartment and sliding cup holder

Dual dash fans
One 12v dash receptacle
One USB connector to radio for MP3
AM/FM stereo with single CD player
XM satellite-ready radio prep includes receiver and antenna (requires subscription)
Dash overhead 42" LG Smart+ TV
Two USB dash receptacles
Power solar & privacy windshield shades
Driver & passenger solar & privacy shades for side windows
Solid non-opening PS window
Custom infrared repeater system on all TVs
Solar / privacy shades for driver & passenger side windows
Color rear vision monitor system with side-view cameras activated by turn signals
Seatbelts integrated into driver & passenger chairs
Fire extinguisher

Living Area / Dinette

Ultraleather™ booth dinette/sleeper with solid surface tabletop
12v, 110v, & USB receptacles at dinette
55" Lift-TV (LG Smart+) with sound bar
Ultraleather air coil sofa bed-DS
Ultraleather DE sofa/sleeper-PS

Kitchen

Solid surface counter top with residential stainless steel sink
Solid surface sink covers
Sink cover storage rack underneath sink
Expand-an-Island
Permanently mounted folding solid surface cooktop cover
Single lever sink faucet with sprayer
Built-in soap dispenser
Stainless steel convection/microwave oven
2-burner induction cooktop
Exterior vent for convection/microwave oven
Galley backsplash guards
Stainless steel residential refrigerator
Power roof vent with 3-speed fan

Full Bath

Medicine cabinet with tri-view vanity mirror
Solid surface vanity top with molded lavatory
One medicine cabinet over toilet
Macerator toilet with sprayer
Skylight in shower with LED light in sliding solar cover
Aqua-Hot continuous hot water
Aqua Miser
Fiberglass shower
Sliding vertical tube mount for hand-held shower head on flex hose
Power roof vent with 3-speed fan

Half Bath

One mirrored medicine cabinet in corner over lavatory with two side cabinets
Solid surface vanity top with molded lavatory
Toilet with sprayer
Power roof vent with 3-speed fan

Bedroom

Ceiling fan
Four OH storage cabinets in bed slide-out
Bed comforter with designer pillows
Two sconce lights & two overhead LED reading lights
Queen-size bed with memory foam mattress
Under bed storage
Night stands with 110v and USB outlets
Ultraleather upholstered headboard framed with curved wood molding
Two chests of drawers with hamper and solid surface countertops
Entertainment system concealed with louvered doors in chest
Pre-wired for second satellite receiver
42" LG Smart+ television
DVD player with surround sound for living room
Dish Wally® receiver (subscription required)
Carbon monoxide and LPG leak detectors

Walk-in Closet

Storage cabinet wired & plumbed for washer/dryer
Floor-to-ceiling wardrobe with four drawers & two open compartments
Smaller chest with two drawers & breaker box
Clothes hanging rods across entire rear of coach

General Interior

7'11" ceilings
Soft touch vinyl ceilings with trey ceiling in living area
Porcelain tile floor throughout the coach
Treated carpet in slide-outs
High gloss hardwood cabinet doors and drawers
All electric coach (includes Aqua-Hot hydronic heat & induction cook top)
Extraordinaire™ AC system
Handcrafted cabinet fascias & doors with concealed hinges
12v disconnect switch
LED lighting
Complete cable wiring (interfacing with satellite system)
Sound bar system in living area
Electric step well cover
Solar & privacy shades
Tank level monitoring system
Smoke detector
Power roof vent with 3-speed fan
Central vacuum cleaner

OPTIONAL FEATURES ON THIS COACH

Heated tile floors
Dinette-computer workstation
In-dash navigation
Dishwasher, drawer type
Roof-mounted patio awnings
Mobile collision avoidance system
In-Motion satellite dish
One basement slide-out tray
Stacked washer/dryer
Sleep Number bed, king
Three solar panels
Safe located in rear closet
Novara Bianco tile floor
Pre-wire for Trav'ler satellite receiver
Amber glazed cabinets

OPTIONAL FEATURES AVAILABLE

Automatic in-motion satellite dish
Two basement slide-out trays
Ultraleather U-shaped dinette (non-sleeper)
Ultraleather booth dinette (sleeper) (NC)
Passenger side:
Ultraleather air coil sofa & Lift-TV
One recliner with Lift-TV
Fireplace (must be ordered with one recliner & Lift-TV)
Driver side:
L-shaped chaise sofa with hide-a-bed
Theater seating with double motorized recliners
Two leather recliners with center cabinets
Sleep Number bed, queen
Memory foam mattress, queen (NC)
Memory foam mattress, king
Egress rear exit
Mocha wood cabinets (NC)
Pure linen cabinets
Sterling cabinets
Standard cabinet finish (NC)
Extended cycle batteries

MEASUREMENTS

Wheelbase – 310"
Overall length – 45"
Overall height (max) – 13'3"
Interior height – 83"
Overall width – 101"
Interior width – 96"

WEIGHTS & CAPACITIES

GVWR – 45,600 lb.
Front GAWR – 15,600 lb.
Rear GAWR – 20,000 lb.
Tag GAWR – 10,000 lb.
GCWR – 55,600 lb.
UVW – 37,925 lb. as tested
CCC – 6,103 lb.
Trailer hitch capacity – 10,000 lb.

POWER TRAIN

Engine – Cummins 450-hp, L9, 8.9 liter, electronic, turbocharged diesel
Torque – 1,250 lb.-ft. at 1,400 rpm
Transmission – Allison 3000MH electronic six speed with two overdrives
Tire Size – 295/80R22.5 Michelin
Alternator – 210 amps

CHASSIS

Frame – PowerGlide chassis
Frame Design – Raised rail
Anti-locking Braking System – Full air brakes with anti-locking braking system (ABS) and Electronic Stability Control
Air Suspension (front) – ZF independent front suspension
Air Suspension (rear) – Dana axle with Reyco suspension
Air Suspension (tag) – Watson & Chalin axle and air suspension
Shock Absorbers (front) – Koni tuned
Shock Absorbers (rear) – Koni tuned
Leveling – HWH hydraulic automatic

CONSTRUCTION

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

ACCOMMODATIONS

Sleeps – 5 adults with furniture shown
Fuel tank – 100 gallons
Freshwater – 100 gallons
Black water – 55 gallons
Grey water – 100 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.



Text and photography by Suzanne Clemenz

Flagstaff, Arizona

A STELLAR DESTINATION

Touch the Stars and Walk the Lava where Astronauts Trained

I'll admit to being baffled when my neighboring city, Flagstaff, Arizona, is called "the gateway to the Grand Canyon." That appellation dismisses all the unique things I know and love about Flagstaff.

"Gateway to the stars" would be closer to the mark, with its exciting Lowell Observatory, where the dwarf planet Pluto was discovered. In fact, looking into the extra brilliance of the stars in Flagstaff's inky black sky is breathtaking, even without the Observatory's many telescopes. Flagstaff is notably the first city anywhere to have earned the International Dark Sky Places (IDSP) award for permitting only shielded, downward-facing lighting. This greatly minimizes the night-time halo visible around most cities. Flagstaff citizens became enthused about dark skies for the observatory's sake, even changing their homes' exterior lighting. There are now 130 places worldwide with the IDSP award.

Stars were emblematic to Flagstaff from day one. It may have been prophetic that Flagstaff got its name when a Bostonian wagon train arrived with settlers on the day of the first U.S. Centennial, July 4, 1876. They set up camp on a rancher's property near the San Francisco Peaks. A Ponderosa pine was felled and stripped of its branches. The United States flag was proudly fastened to the tree trunk, and the new flag staff was raised. That star-spangled banner's staff became a landmark for railroad-building crews and settlers. Soon a sawmill, housing, and supply stores were built. The seed had been planted for a diverse city, which today has 75,000 residents, including 27,000 students at Northern Arizona University.

Visiting Flagstaff's 7,000 feet elevation for several days is sometimes problematic for people with lung problems, a pace-maker, or other health issues. Consult your doctor before visiting. Hiking into the Peaks can also cause elevation sickness, so acclimatize yourself, starting lower and slower. Also, Covid-19 concerns are still prevalent as we go to press. Some places are closed, limit their hours and/or visitors, and require advance reservations. Contact must-see places while planning your trip. See page 23A at rismag.org, Oct. 2020 for camping info.

Campgrounds in the Flagstaff Area

Fort Tuthill County Park

2446 Fort Tuthill Loop
Flagstaff AZ 86005
Season: 5/1 to 10/15. Hours: 8–8
forttuthill.com
928-286-7060
\$28 water/sewer \$23 no hookups

J&H RV Park

7901 US 89
Flagstaff, AZ 86004
Season: 5/1 to 10/15. Hours: 10–5
flagstaffrvparks.com
928-526-1829
\$66.67 full hookups incl. WiFi (Good Sam)
Other: Non-smoking park

Bonito Campground

FR 545 at entrance to Sunset Crater National Monument
on Sunset Crater-Wupatki Scenic Drive
12 miles NE of Flagstaff on US 89
Elevation: 6,900 feet
No reservations; first come/first served
44 sites w/ fire rings, cooking grills, table
\$26/night; 50% Interagency passes

Canyon Motel & RV Park

1900 E. Rodeo Road
Williams, AZ 86046
Season: Year around. Hours: 8–10
thecanyonmotel.com
928-635-9371
\$50/night full hookups incl. cable, WiFi

Grand Canyon Railway RV Park

601 W. Franklin Ave.
Williams, AZ 86046
Season: Year around. Hours: 8–6
thetrain.com/lodging/rv-park
800-843-8724
\$60 & \$51 pull-thru; \$54 & \$46 back-in; full hookups

Black Bart's RV Park

2760 E. Butler Ave.
Flagstaff, AZ 86004
Season: Year around
blackbartsrvpark.com
928-774-1912
\$55 full hookups (Good Sam)

Attractions in the Flagstaff Area

Lowell Observatory

1400 W. Mars Hill Road
Flagstaff, AZ 86001
Season: year around
Hours: TBA after reopening
lowell.edu
During the Covid-19 restricted campus, a *Premium Access* program is available.

24" Clark Refractor Telescope

75 minutes viewing for up to 10 cohabitating or
cotraveling guests
Fri / Sat / Sun
9–10:15 p.m. or 10:45 p.m.–12 a.m.
\$525

24" Dyer Telescope

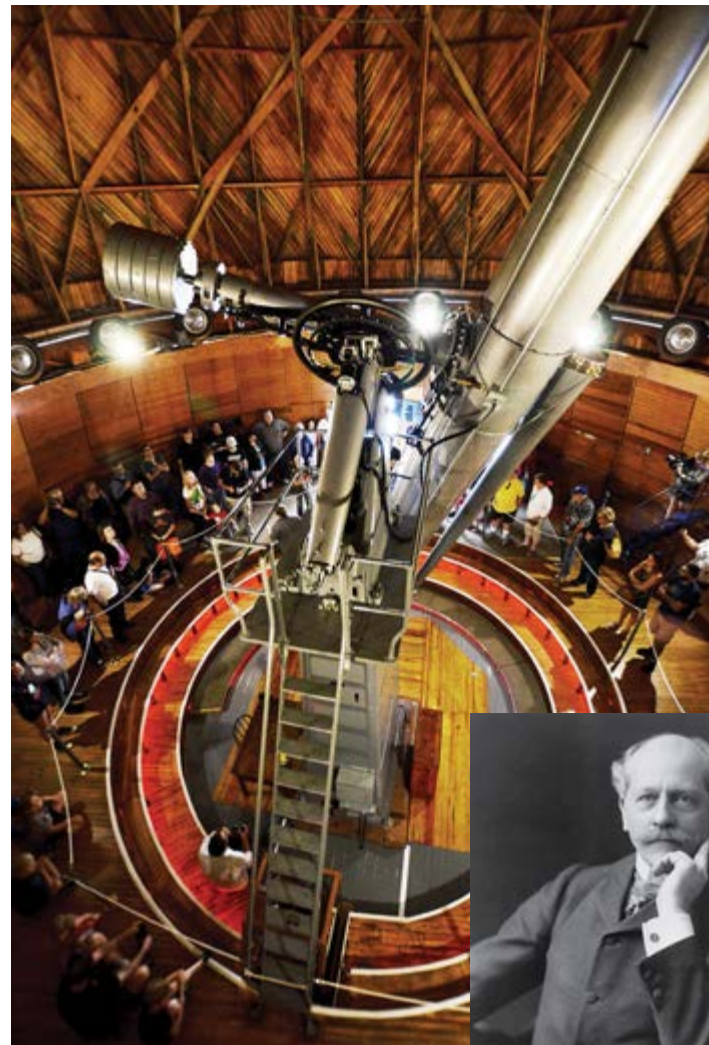
75 minutes viewing for up to 10 cohabitating or
cotraveling guests
Mon / Wed / Fri / Sat
8:15–9:30 p.m. or 10–11:15 p.m.
\$525

Giovale Open Deck Observatory

90 minutes viewing for up to 10 cohabitating or
cotraveling guests
Every day except Tuesday
8:30–10 p.m. or 10:30 p.m.–12 a.m.
\$725

Bearizona Wildlife Park

1500 E. Route 66, Williams, AZ 86046
Season: Year around
Hours: 8–4
Located at intersection of I-40 and US 64 (historic Route 66)
Admission: seniors, \$23; adults, \$25; children (4-12), \$15



In 1894 Flagstaff was incorporated. That same year, Percival Lowell, a wealthy Bostonian, Harvard graduate in mathematics, and multi-faceted intellectual, started creating a professional observatory for himself in Flagstaff, Arizona. The area's clear air enhanced his studies of what he thought were Mars' constructed water canals. His 24-inch Clark telescope arrived in 1896, and was precursor to today's Mars Hill campus, which now has a variety of telescopes. (See the side article about Lowell Observatory.) Flagstaff and the stars were obviously linked from the beginning. By cosmic coincidence, the world's best space-object impact site, Meteor Crater, where the astronauts trained for lunar missions, is only 30 miles east. Much more of public interest was to follow as geologists, biologists, zoologists, archeologists, volcanologists, NASA, Northern Arizona University's professors and grad students, and others, delved into the area's secrets.

The historic Clark Telescope changed its focus to education in the 1980s. Two million people have viewed the heavens through it. *Photo by Lowell Observatory* ♦ Percival Lowell founded the Lowell Observatory in 1896 to study Mars' "canals." Lowell was a Harvard grad, mathematician, author, diplomat to Korea, and traveler. *Photo courtesy of NASA*

Few cities snuggle up to a volcanic crater with peaks around the crater at up to 12,633 feet above sea level. They are called the San Francisco Peaks, or, colloquially, The Peaks. But even those stellar attractions are only part of what comprises pine-scented 'Flag,' as the town is affectionately called. How about summiting The Peaks as a day trip?

Three national monuments are at Flag's eastern and south-eastern fringes. Two are archeological sites you can walk inside—one a large pueblo and outbuildings, the other cliff dwellings in a rugged canyon's steep cliffs. The third national monument is the 1000-foot Sunset Crater cinder cone (page 26). There you can crunch along crushed cinder trails in lava flows as you learn about the San Francisco Volcanic Field. Or linger in the excellent, award-winning Museum of Northern Arizona to learn about the Colorado Plateau's paleontology, geology, archeology, and native peoples. In Flag, birding, geocaching, orienteering, fishing, kayaking, bicycle routes and trails, running, hiking, golf, and splendid photo ops celebrate the outdoors. Don't forget your easel and brushes. There are 50 miles of non-motorized, shared-use trails inside Flagstaff's Urban Trails & Bikeways system. Hop on a Mountain Line bus with your bike to extend your outing to another trail. The forests, mountains and Colorado plateau are absolutely laced with trails.

Let's start on the west side of the San Francisco Peaks at their neighboring Red Mountain on Highway 180/Fort Valley Road, then stop at important distractions on our way south toward downtown Flag. Diversions on this route include Red Mountain itself, then Kendrick's Peak, then Forest Road (FR) 794 to FR 51 to view the golden cloaked aspens on The Peaks' western slopes. Back on Hwy 180 you can get a new perspective on fall colors at Arizona Snowbowl's beautiful hiking trails and the Scenic Chairlift.

Southbound Hwy 180 will take us to the very absorbing Museum of Northern Arizona, and the smaller, nearby Pioneer Museum. Curving southeast on Hwy 180 to downtown Flagstaff, we'll explore the vibrant city center before venturing up Mars Hill to the exciting Lowell Observatory. We'll nod at the Northern Arizona University area before going south a freckle to bicycle, find birds, or relax at Lake Mary. We'll detour slightly on the southeast side of Flag to visit Walnut Canyon National Monument's limestone cliff dwellings. An important diversion 30 minutes east on I-40 will take us to the other-worldly Meteor Crater and its excellent visitor center.

Returning to Flag on I-40 we'll explore the San Francisco Peaks' eastern flanks, visit Sunset Crater Volcano National Monument's lava flows, then continue on to Wupatki National Monument's ancient pueblos. The 33-mile-long byway loops and winds through vistas of forested cinder cones, lava domes, desert scrub, and back to Hwy 89. Returning south, directly across from where we started the Sunset Crater/Wupatki loop, you have the option of taking forest roads up to lovely Lock-

Lowell Observatory — Halfway to the Stars

Five of our solar system's planets have been known since antiquity. Uranus was discovered by telescope in 1781 and Neptune by telescope in 1846. Pluto was discovered by Clyde Tombaugh in 1930 at Lowell Observatory in Flagstaff, Arizona, using a tele-

scope built in 1928-29 specifically to look for a planet that was disturbing the orbit of Uranus. Pluto's planet status was re-evaluated in 2006 and it was declared a dwarf planet—one of dozens of suspected objects in the Kuiper Belt. The fact that four dwarf planets subsequently have been discovered means Pluto was still the first.

strates the scale of the space between our planets and the sun. The Galaxy and Universe walks are fun, as well. Lowell's huge interactive planisphere is adjustable by date and time to show visible constellations, and is available both day and night. The docent-



new Giovale Outdoor Observation Deck's six telescopes, which opened in late 2019. Among these advanced telescopes is Lowell's biggest on-campus telescope, the 32-inch Starstructure Dobsonian reflector, powered by a Lockwood Custom Optics

The dwarf planet Pluto was Clyde Tombaugh's most famous discovery among many others. An ounce of his ashes was on the New Horizon's 2015 Pluto fly-by. *Photo courtesy of Lowell Observatory.* ♦ Pluto was discovered by Lowell Observatory's Clyde Tombaugh in 1930. NASA's New Horizon spacecraft photographed it in 2015. *Photo courtesy of NASA.* ♦ Lowell Observatory's recently restored Pluto Discovery Telescope was in built 1928-29. Clyde Tombaugh discovered the dwarf planet Pluto with it on Feb. 1, 1930. *Photo by Lowell Observatory.*

When I visit Lowell, I arrive after lunch and head to the Rotunda Museum to revisit photographic plates showing Pluto's discovery. The Rotunda also contains correspondence between Edwin Hubble and long-time Lowell astronomer V.M. Slipher about their research measuring astronomical distances (Hubble) and velocity (Slipher). Together their research proved that the universe is expanding. After the Rotunda I do the Pluto walk, which demon-

strates the scale of the space between our planets and the sun. The Galaxy and Universe walks are fun, as well. Lowell's huge interactive planisphere is adjustable by date and time to show visible constellations, and is available both day and night. The docent-

led campus introductory walk helps orient people for after-dark evening programs and telescope viewing.

As night falls, visitors line up at the older silo-housed telescopes to view what they're focused on. I haven't yet visited the

quartz mirror. It is tiny compared to the 1896 24-inch Clark telescope, but gathers almost twice the light. Read about these amazing telescopes at lowell.edu/giovale-open-deck-observatory/telescopes/. Lowell Observatory has four research telescopes at Anderson Mesa, 12 miles from town. The Lowell Discovery Telescope is in Happy Jack, about an hour from Flag. Lowell owns it and partners with four U.S. universities in research. Lowell also has small research telescopes in Chili and Australia.

Take in a talk or demonstration in Lowell's Steele Visitor Center, where the ticket desk is located. The Starry Skies Shop is fun to visit in person or at starryskiesshop.org.

In 2023 Lowell Observatory will open a new 32,000 square foot Astronomy Discovery Center (ADC). Among its features will be a rooftop open air planetarium for using Flagstaff's Dark Sky Places status to present programs. There will be 180 heated seats. The Universe Theater will project videos on wrap-around screens of places like Mars, the moon, and other wonders. The ADC will enable 250,000 visitors a year at Lowell. While you're making plans to visit Flagstaff, enjoy this look back at Clyde Tombaugh's long, productive life: achievement.org/achiever/clyde-tombaugh/. Spend a week in Flagstaff, and most of a day and evening at Lowell Observatory, when you park your Tiffin coach under the Milky Way's star-spangled banner.

The NEOWISE comet, visible in July 2020, graces the sky above Lowell Observatory. *Photo by Jim Cole, Lowell Observatory.*





ett Meadows in The Peaks, and hiking from there into the even higher Inner Basin—the core of The Peaks. Finally, after these peregrinations around Flagstaff’s San Francisco Peaks, we’ll briefly visit Williams, Arizona, 30 miles west on I-40. There an excursion train and some bears, bison, and bobcats await you. You could easily spend six or seven days seeing and enjoying everything I’ve just summarized.

Allures of the Western Slopes

YOUR ADVENTURES START at Red Mountain, 25 miles northwest of Flagstaff on Hwy 180/Fort Valley Road. Look near milepost 247 for the Red Mountain Geologic Area sign. Fascinating place! This 740,000-year-old, 1000-foot-high cinder cone has a huge amphitheater eroded on its northeast side, baring its colorful, columned guts. It is an open textbook for the San Francisco Volcanic Field’s (SFVF) 600 volcanic cinder cones. Unlike the other cones, the west side of Red Mountain is horseshoe shaped. All the hills flanking the triangle of highways from Williams through Flag to Meteor Crater, and north to the Grand Canyon, are cinder cones. (More later at Sunset Crater.) Take the easy 30-minute hike from Red Mountain’s parking lot to the dramatic stone pillars, called hoodoos. *Always* carry ample water! Your body knows this is dry air, even in mild weather.

Returning south on Hwy 180, take FR 193 to the much-loved Kendrick Peaks trail #22. The hike is 5 hours round trip and a 2,693-foot elevation gain. You’ll traverse autumn gold in the aspen groves and have colorful 360-degree panoramas at the 10,418 foot summit. Look southwest to see Bill Williams Mountain in Williams, over 9,000 feet, and southeast to view Mount

This field near Sunset Crater’s south entrance gives an exceptional view of the park’s namesake crater. The crater was spared from dynamiting in the 1920s.

Humphreys at 12,633 feet. Why can’t we summit them all?

Highway 180’s next southbound enticement, on the east side, is The Nature Conservancy’s Hart Prairie Preserve, accessible on dirt roads from FR 794 near milepost 231. From FR 794 turn right (south) on FR 151, one of the most popular autumn leaf-peeping roads in Arizona. You’ll start seeing fall color by the time you intersect FR 151, which is wide with no steep hills. The Nature Conservancy’s (TNC) Hart Prairie Reserve has guided walks and volunteer opportunities May through September. Besides magnificent views, there are 120 species of birds, plus elk, deer, and other mammals. The globally rare Bebb Willow wet meadow community that TNC studies here is important to wildlife. Continue on FR 151 for nine forested, somewhat bumpy miles back to Hwy 180. Turn south toward Flagstaff.

At milepost 223 on Hwy 180, Arizona Snowbowl Road is well marked on your left. Drive up about three miles to Agassiz Lodge & Restaurant and its Scenic Chairlift Ride. The chairlift is open in the fall Friday through Sunday, 10 a.m. to 6 p.m. Reserve tickets online for this memorable journey to 10,800 feet. Favorite hiking trails from Snowbowl Road include Kachina, Viet Springs, Aspen Corner, Aspen Loop, and part of the Arizona National Scenic Trail. The Humphrey’s Peak summit trail (12,633 feet) also begins on Snowbowl Road. Bring warm clothes. Don’t wear sandals. A friend who has hiked the peak many times says it changes in moments up there from sunny to

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This field of wild flowers, possibly arnica, popped open along Hwy 180 near Flagstaff, on the west side of the San Francisco Peaks.

a frigid, windy hailstorm with slick footing on its narrow, uneven ridge trail.

Spelunker alert: Next, southbound on Hwy 180 (milepost 230) I cautiously mention Lava River Tube Cave, west off FR 245. The cave is an ancient lava flow where magma on the outer surfaces cooled and hardened while molten lava continued flowing, creating a mile-long tube. You enter through a collapsed ceiling hole onto boulders, followed by a slick ice or uneven lava footpath. Air temp is about 42 degrees. The cave is inky

black. The ceiling has good clearance and the walls in your flashlight's beam are colorful. Bring *two* flashlights. There are no rangers. Read this before deciding: fs.usda.gov/recarea/coconino/recreation/ohv/recarea/?recid=55122&actid=119

The Museum of Northern Arizona (MNA) is about three miles south on Hwy 180, and is a must-see. Its superb collections and exhibits cover the Colorado Plateau's natural history, archeology, paleontology, regional native cultures' art, and fine crafts. MNA received the nation's

highest award—The National Medal from the Institute of Museum and Library Science. In healthier times, MNA famously presents three special events annually, the Navajo, Hopi, and Zuni Heritage Festivals. At press time, a *Celibracione de las Gentes* featuring Hispanic and Aztec cultures is slated for October 24–25. At all these festivals you can see the best craftspeople, musicians, and dancers demonstrating their arts. You can purchase their exquisite jewelry, pottery, rugs and sand paintings, some of which are always available in the MNA Gift Shop. MNA also has field trips, programs, research, and educational outreaches. My only backpacking trip, from the North Rim to the South Rim through Grand Canyon, was three days sponsored by MNA and led by geologist/author Wayne Ranney. It was perfect and spectacular. Before leaving MNA, note the Rio de Flag Canyon just a few feet from the Museum's front door. It is a birding hot spot and a beautiful short hike in dappled light.

On Hwy 180's east side barely north of Sechrist School is the Pioneer Museum. The two-story log building has numerous great artifacts of early Flagstaff in their upstairs Decades Rooms. On the main floor are exhibits of the museum's early days as a hospital. Out front is a locomotive, log-hauling car, and a caboose you can investigate. Out back are pioneer buildings, equipment, and vehicles. Up the museum's side driveway is the Coconino Center for the Arts, offering a 4000-square-foot gallery and 200-seat performance venue. The Center displays thought-provoking visual art, sometimes grounded by science or current issues. There can be audio, video, lighting, or tactile elements. Check the Coconino Center for the Arts online for pandemic-related cancellations and performance tickets.



Arizona Snow Bowl Road has many trailheads. Shown here is Kendrick's Peak at distant center, from the beautiful Kachina trail.

At 7,000 Feet, Is It Downtown or Uptown?

FLAGSTAFF'S URBAN CORE has reinvented itself during the 44 years I've lived in nearby Sedona. What once seemed tired is renovated, inviting, and fun, enlivened by students who've pedaled over from Northern Arizona University. Nine brewpubs provide tasting options and good grub, and downtown is dotted with bistros, restaurants, and sidewalk cafes. Beaver Street Brewery, south of the tracks, has numerous online reviews. It has many legendary beers, and a homey, family-friendly atmosphere. My favorite combo is their enchanted forest pizza with portabella mushrooms and their black & raz dark beer. For a favorite fine restaurant for lunch or dinner I love Josephine's Bistro, in its authentic 1911 Craftsman house on North Humphrey Street. Last time there I delighted in a

pleasantly spicy cioppino with butternut squash marscapone risotto. I took half home so I could indulge in their peach oatmeal crisp. Another favorite fine dining restaurant is Brix, on North San Francisco Street, which has a particularly delicate and inventive way with seafood and vegetarian dishes—or a succulent grilled eye of ribeye steak.

It is telling that the heart of downtown Flagstaff has three outfitters shops—Aspen Sports, Babbitt's, and Mountain Sports, around a busy intersection. Peace Surplus, around the corner on Route 66, and REI about 2/3 mile east of Northern Arizona University in East Butler's Aspen Place/Sawmill Mall are two more. Additional shops sell or rent bicycles and skis. Whether hiking or biking, go to the train depot's Flagstaff Visitor Center on Route

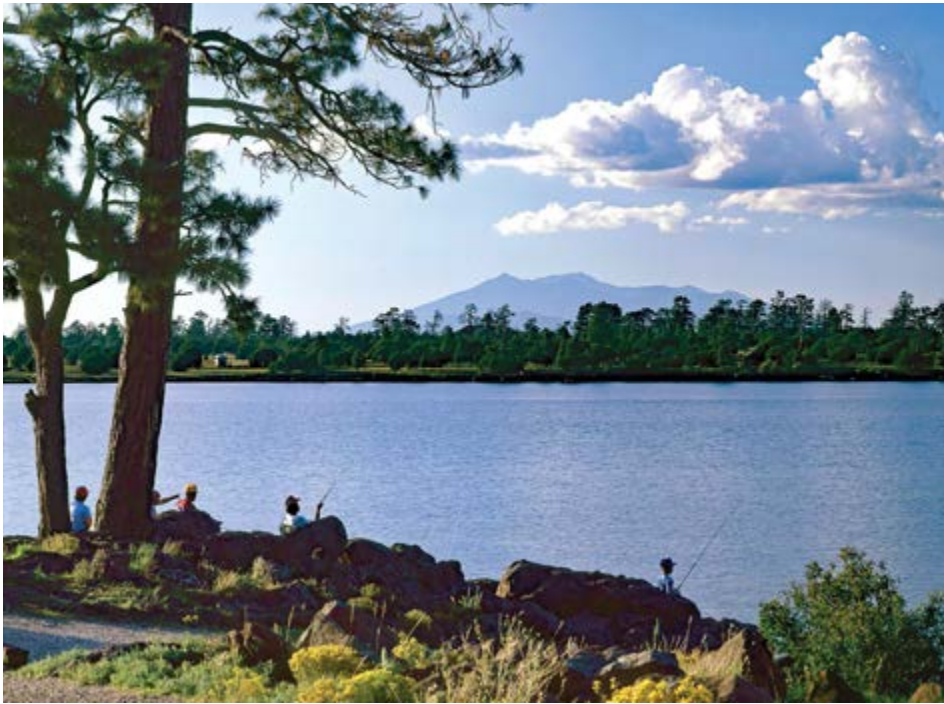
66 for a map of 55 miles of Flagstaff Urban Trails and Bikeways. Half of the trails are paved, and others are hard-packed aggregate. Flagstaff city busses enable hikers' and bikers' trail-hopping. Flag's beauty and its smog-free air promote being outside. Get a forest trails map at the USFS ranger station diagonally across from the Flagstaff Mall on Hwy 89, northeast a block on the frontage road.

Heritage Square downtown has live performances, movies, art festivals, and musical events. Flag has First Friday Art Walks and a big map of public art from murals to 3-D art. Nearby Wheeler Park hosts Oktoberfest, Science in the Park, and more, and is headquarters for a half marathon and 5K run.

Lowell Observatory is only three quarters of a mile from downtown Flag. On westbound Route 66/Santa Fe Avenue, use the right lane. It becomes the short, wooded drive up Mars Hill. Read the sidebar on Lowell Observatory on page 25. For now we'll continue a bit south as Route 66 curves under the train tracks on Milton Avenue to Northern Arizona University, which stretches from Milton Road at West Butler Avenue on the north to I-40 on the south. The 27,000-student campus has brick buildings, rolling lawns, and stately trees. That big curved white roof you see above the tree tops is J. Lawrence Walkup Sky Dome—home to the Lumberjacks football team, and men's and women's sports teams. Graduation ceremonies and other events are also held in the dome. NAU's most popular majors include liberal arts, business, nursing, and environmental sciences. The concerts presented by the Flagstaff Symphony and the university's instrumental and choral music departments enhance Northern Arizona's cultural life. Both NAU's drama department and Flag's Theatrikos Theater Company produce plays.

On East Route 66 in the heart of downtown Flag you'll spot this little alley full of sidewalk cafes and shops. ♦ Josephine's American Bistro is in a 1922 authentic Craftsman Bungalow on the National Historic Register. The food quality is equally legendary.





Southside Recreation — Fort Tuthill and Lake Mary

FROM THE I-40 /I-17 JUNCTION, TAKE I-17 southbound. At the first exit, two roundabouts take you west to the 633-acre Fort Tuthill County Park. The park hosts the Coconino County Fair. Local clubs meeting at Fort Tuthill include archery, model railroad, and gem and minerals. Fort Tuthill has a bike park, a trails system, birding, equestrian facilities, disc golf, a military museum, an amphitheater with scheduled entertainment, and the Flagstaff Extreme Adventure Course. The pine-scented 101-site campground has eight sites with water and sewer hookups (\$28/night, 928-286-7060; no electricity; generators allowed as needed except 10 p.m.–6 a.m.; dumpstation).

Returning northbound on I-17 take the Lake Mary Road turnoff east. After a residential area, you'll soon get to Lower and Upper Lakes Mary. These are long, skinny lakes, and Lower Lake Mary only has water after ample precipitation. Bicyclists often start at Lower Lake Mary's west end and enjoy the sweeping road's wide bike lanes, forests, and blue waters for 10 miles along the lakes. Long-distance bike riders

Ashurst Lake, near Lake Mary, attracts visitors for fishing, camping, canoeing, photography, birding, and views of the San Francisco Peaks.

can encircle Mormon Lake for a 35-mile spin. Linger at Mormon Lake Lodge's south shore restaurant and saloon which boasts lip-smacking open pit mesquite-grilled beef, chicken, and fish.

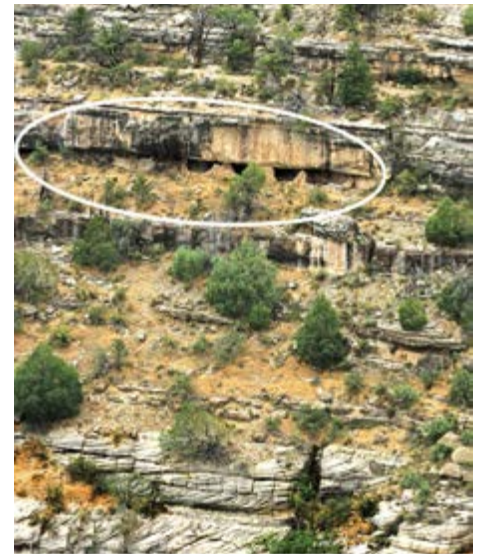
Upper Lake Mary has numerous parking/picnicking pull-offs, a beach, and lots of fisher folk. Channel catfish, rainbow trout, largemouth bass, black crappie, lightning trout, northern pike, walleye, yellow perch, and yellow bass are all possibilities. Nearby Ashurst Lake is another favorite fishing area. Big fish come out of both lakes. The birding is great, with bald and golden eagles and osprey sighted often.

Back in southern Flag, the Willow Bend Environmental Education Center, 703 East Sawmill Rd., is three blocks south of the East Butler Avenue /Lone Tree Lane intersection (near REI.) They have an imaginative diversity of workshops and field trips open to adults, plus local school programs. willowbendcenter.org.

Continuing east on Butler Avenue, check out Black Bart's RV Park and Steakhouse just beyond I-40. It is big-rig friendly with full hookups (water, sewer, 50-amp; 928-774-1912). The Steakhouse, a Flagstaff favorite for decades, has yummy food and a singing wait staff (currently closed during Covid-19).

East Side Treasures

CONTINUING AROUND The Peaks, hop on I-40 eastbound and take Exit 204 to Walnut Canyon National Monument. Here you'll encounter one of many canyons eroded into the soft limestones and sandstones of the Colorado Plateau's south edge. From the park's Rim Trail, the cliff dwellings aren't obvious. The canyon's steep white walls are tiered with ledges that overhang eroded alcoves, protected on the open side with stone walls. A narrow footpath connected neighbors. Several of the tiers have cliff dwellings you can spot with binoculars from overlooks. The canyon was used by seasonal or resident tribes between 600 to 1400 A.D. In addition to the remains of some of the original 200 cliff dwellings, pit houses and pueblo-style homes were built above the rim, where the land was farmed. The canyon and plateau provided many edible plants, abundant wildlife, and resources for food, clothing, tools, and household necessities. It was an abundant home, but it was abandoned by the 1400s. Some think occupants may have assimilated



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A 130-foot wide space object hurtling at 26,000 mph hit today's Meteor Crater 50,000 years ago. The impact crater is a mile across and 570 feet deep. ♦ Meteor Crater's marvelous visitor center has mind-expanding exhibits, topical movies to watch, a gift shop, and guided (or unguided) walks, and a café.

into the Hopi tribe. The visitor path to the cliff dwellings has 240 steps down a 185-foot slope, with the rim being at 7,000 feet elevation. Pace yourself and *bring water* as you explore this apartment complex, 1300's style.

Now to Flagstaff's easternmost marvel. Meteor Crater is the best space-object impact site on earth. A meteor weighing several hundred thousand tons hurtled into our Earth at this spot 50,000 years ago at 26,000 mph. Imagine the ear-blowing decibels on impact, the shock wave, the flying debris, the insane jouncing of the ground. Trees were flattened for miles, all life demolished. The meteor shattered, forming a crater one mile across and 570 feet deep. Truly astronomical!

Eastside: Volcanoes, Antiquities, and a Golden Meadow

RETURNING TO FLAG FROM Meteor Crater, take exit 201 north onto Hwy 89 toward Page. In about three miles, look for J & H RV Park, a Good Sam Park and the loveliest park in Flag. It has won "Best Small RV Park in the Nation" three times. Book well in advance at flagstaffrvparks.com. There are only 50 spaces.

Another 5 miles up Hwy 89 is the east side loop road through Sunset Crater Volcano and Wupatki National Monuments. The turnoff's pine forest quickly opens to a large grassy field. This is your best view of colorful, 1,000-foot Sunset Crater. The red collar on Sunset and other craters is from minerals jettisoned after the earlier part of the eruption. In late summer acres of sunflowers sway in front of the Peaks, to the west, and Sunset Crater, to the east. Near the field's eastern end there's a turnoff on the north side to the 10-mile round trip trail up O'Leary Peak—a lava dome. The views are lovely and distinctive.

San Francisco Mountain blew almost 4,000 feet of its 16,000-foot top over 500,000 years ago. The airborne debris rained down, cooling and solidifying with its abrupt exposure to air.

In the entrance courtyard you'll see a sculpture of a suited astronaut with a moon mission's re-entry capsule. All moon-bound astronauts trained here and at nearby Sunset Crater. Meteor Crater's visitors use a good trail to viewing platforms above, at, and below rim level. A guided tour is worth your time. Experience the Interactive Discovery Center, with its fascinating exhibits, hands-on experiments like Create-A-Crater, and the enthralling movie, *IMPACT! The Mystery of Meteor Crater*. The center's Blasted Bistro's menu offers Pulverized Philly Cheese Steak, Catastrophic Chicken, and the like. Allow two hours minimum for Meteor Crater, although it will probably take longer. Then, driving Meteor Crater Road back to I-40, the north horizon has a string of overlapping, rounded, sometimes forested hills stretching eastward from The Peaks. These are volcanic cinder cones of the San Francisco Volcanic Field. Just before arriving at I-40 you'll see Meteor Crater RV Park's well-equipped campground. It has 71 roomy, tidy, full hookup sites and many conveniences. MeteorCrater.com

Heavier 'bombs' created steep slopes. Lighter magma pulverized, raising the height of the surrounding plains. Whether magma bursts out or leaks along fissures depends on its gas content. The Peaks, the circle of sawtoothed summits around the crater of San Francisco Mountain, are the largest expression of an 1800-square-mile volcanic field of cinder cones and lava flows that start near Williams, 30 miles west, to equal distances north and west of Flag. Sunset Crater is the youngest cinder cone of 600 such volcanoes along the Mesa Butte and Doney Faults. South of Sunset Crater, NASA exploded dynamite in the lava, creating craters that replicated the size and relationships of the moon's Sea of Tranquility's. Every astronaut who went on a lunar mission trained here with their rovers. For previews of the San Francisco Peaks, Sunset Crater, lava flows, and cinder cones of the San Francisco Volcanic Field, Google this: *aerial view of Sunset Crater*.

Before Sunset Crater's Visitor Center you will see the USFS no-reservations Bonito Campground in the Ponderosa pines at

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Monsoon clouds sprang up quickly over this field of common sunflowers and the San Francisco Peaks' east side. ♦ 1000 years after erupting, the lava around the A'a trail and elsewhere erodes, supporting a variety of plants. It's not stark here—it's wild and wonderful! ♦ Puebloan people arrived here in 1100, built Wupatki's large dwelling, farm fields, adjacent smaller dwellings, and two gathering arenas. They moved away by 1250.



your left. My husband and I used to camp here when returning from long trips rather than getting home to Sedona late evening. Sites have no hookups, and are blissfully quiet except for bird songs or coyote yelps (\$26/night, drinking water available; 928-527-3600). The nearby Sunset Crater Volcano Visitor Center's exhibits and rangers give wonderful introductions to the formation of the San Francisco Volcanic Field. Sunset Crater erupted about 1070 A.D., but the Field became active six million years ago, moving northeasterly. The clearly-written book *Volcanoes of Northern Arizona*, by Wendell Duffield, has beautiful aerial photos of the Field by Michael Collier, plus excellent illustrations. It has trip meter logs of eight routes you can drive in SFVF around Flagstaff, explaining the many volcanic phenomena you'll encounter. Purchase it at the visitor center to reveal the dramatic geological secrets of this unique area.



Just beyond the Sunset Crater Visitor Center are two parking areas for crunchy crushed lava trails on and into the flows. The first area after the visitor center is Lenox Crater trail, which is a 1.1-mile loop that gains 278 feet near its summit. Across the road, the A'a Trail traverses the tumble-jumble of lava, which is sharp and uneven. Hiking sticks are godsend. No sandals! Up the road a bit is the Lava Flow Trail, with a pretty, paved, accessible portion frequented by visitors with wheelchairs. Continue beyond that part of the trail into an other-worldly loop trail through one of the youngest lava flows in the U.S. In 1928 locals created a political ruckus when Hollywood producers planned to dynamite part of Sunset Crater for a western silent film, *Avalanche*. President Herbert Hoover listened,



Wuwoki Pueblo is one of five smaller dwellings off the main drive at Wupatki National Monument. The others are a bit farther along the Monument's road. All can be visited.

designating the crater a National Monument in 1930.

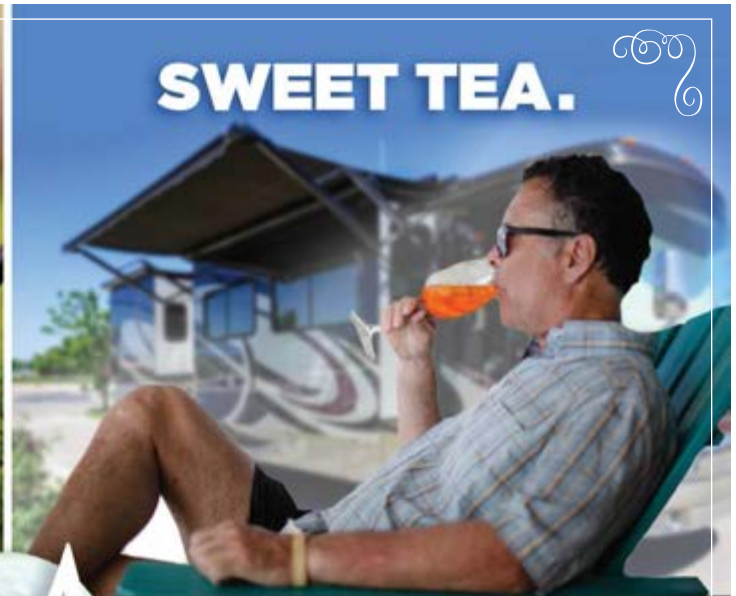
Your drive north toward Wupatki ('tall house' in the Hopi language) is between conifers, cinder cones, and lava flows. Near Wupatki the road drops into sandstone plains. A Wupatki satellite pueblo,

Wuwoki, is off the main road's east side before you reach the monument's main building complex. Wuwoki is small, the setting is elegant, and the building's stones are hand-shaped rectangular 'bricks' like those at giant pueblos in Chaco Canyon, New Mexico.

Wupatki pueblo is big—about 100 rooms plus a smaller building. There are two circular structures—kivas or gathering places. The ash from Sunset Crater's eruption enriched Wupatki's soil, improving the soil's water retention and enhancing farming. The puebloans had a nearby spring, now dry, and also cached rainwater. Trade goods like Pacific seashells show that the villagers here had widespread trade connections. Imagine inhabitants' daily lives as you explore the ruins. Hopi, Navajo, Zuni, and other modern tribes make regular pilgrimages to these ancestral homes. Enjoy the visitor center displays and movies. Then, as the road curves north back to Hwy 89, stop at the Wupatki's small Citadel, Nalakihi, Lomaki and Box Canyon pueblos. Wupatki was a large community.



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Lockett Meadow and the Heart of the Peaks

BACK AT HWY 89, our route returns south to the exact place where our Sunset Crater Loop Road began to the east. This time, turn west up the narrow dirt road to Lockett Meadow—the heart of the San Francisco Peaks. I’ve been to Lockett Meadow three times, once to photograph with my husband Bob, then twice later, to hike up to the Inner Basin. I was in an all-wheel drive Honda CRV or

a Subaru Forester with good clearance for the narrow, steep drive to Lockett Meadow. The SUV worked great. Having the right vehicle on this road is very important. Read this before you go: fs.usda.gov/recarea/coconino/recarea/?recid=55136. It’s also fun to read hikers’ comments on the AllTrails website about the hike to the Inner Basin. You may need insect repellent. Lockett Meadow is dazzling, especially in

Lockett Meadow’s pond reflects brilliant aspens and the tips of The Peaks. Visitors can tent camp in Lockett Meadow. ♦ The 3.9-mile trail between Lockett Meadow and the Inner Basin of The Peaks has a 1200-foot elevation gain. The Basin is at 10,500 feet.

autumn, and the 3.9-mile hike to the Inner Basin is no less so. This completes our ring-around-the-Peaks. Now let’s head west 30 miles to Williams, Arizona.

Williams: A Train, Bears, Bison, & Lovable Little Lakes

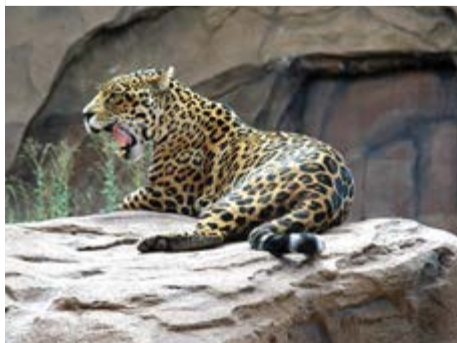
WILLIAMS, ARIZONA (pop. 3,400) was easy takings in the 1880s for trappers, mountain men like Bill Williams, and cattle and sheep ranchers. Entrepreneurs followed, opening saloons, gambling houses, brothels, and supply stores. The railroad and its crews reached Williams by 1882. By 1891 the tracks not only extended west, but north to the Grand Canyon. Visitors arriving by train or wagon could stay at Williams’ Grand Canyon Hotel and take the train to Grand Canyon. Tourism became another Williams’ industry. John Muir, the King of Siam, and other dignitaries stayed at the hotel. This town rightfully claims the title of “Gateway to the Grand Canyon.” In 1926, Route 66 was completed through Williams, which still retains the 1940’s Route 66 vibe that kept the train thriving for almost 30 years. But ticket sales began declining, and the line was closed in 1968. In 1984 Interstate 40 finished a bypass of the town. Fortunately, in 1989 Max and Thelma Biegert bought and totally renovated



the railroad company. In the early 1990s they bought a fleet of 1950s-era ALCO FA Diesel-electric locomotives to pull most of the trains. Although nostalgic, the old coal-fired locomotives were fuel hogs, ran slowly, and were prolific polluters. They make runs for special occasions. The depot and train ride have entertainment—some unexpected! There are various packages for your Grand Canyon visit at thetrain.com.

Williams is colorful and bustling these days. Many original or Route 66 buildings have been repurposed while retaining an old west or mid-century character. There are colorful shops, charming galleries, and good restaurants. Nearby Kaibab, Dogtown, and White Horse Lakes are quiet, lovely fishing lakes with campsites and trails. Bill Williams Mountain invites you to hike to its 9,256 foot peak. To camp in Williams, Canyon Motel & RV Park at 1900 E. Rodeo Road is past Bearizona on the north side (thecanyonmotel.com; \$50/night, full hookups). It is roomy, forested, has an indoor pool, great amenities, and is 5 blocks removed from 24/7 freight trains. Downtown, Grand Canyon Railway RV Park is large, clean, has generous amenities, is close to the train depot, and is adjacent to the train tracks (see thetrain.com/lodging/rv-park; \$54 & \$60, full hookups).

Bearizona Wildlife Park, which I hadn't visited previously, is just south of Exit 165 on I-40. Bearizona has three miles of roads with loops off of them. Each loop has free-ranging animals including white and brown bison, Alaskan tundra and Arctic wolves, Rocky Mountain goats, Rocky Mountain Bighorn sheep, American burros, reindeer, two species of deer, and black bears. You *must* stay in your car or their Wild Ride bus, with the windows up around certain species. There are species-dependent grassy or piney natural habitats on these road loops. Black bears napped eight feet from my car, and I had to stop for white and brown bison as they



Two white bison at Bearizona just finished eating at a roadside station. Two almost invisible wire fences keep drivers safe. ♦ Bearizona's Rocky Mountain goats can grow up to 340 pounds for males, 165 pounds for females. ♦ A black bear at Bearizona went on snoozing less than 10 feet from my car. I needed no reminder to keep my windows up. ♦ This porcupine looks downright cuddly, napping on what is apparently a comfortable rock ledge at Bearizona. ♦ The magnificent jaguar at Bearizona looks as ferocious yawning as when growling. She's relaxing above a pool in the large panther and jaguar compound.

converged on the roadside hay station. They looked foreboding.

I thought the more enclosed, zoo-like section of Bearizona would be less entertaining. Wrong! From badgers busily patrolling their open-air habitats, to a porcupine napping about 6 feet away, to foxes, bobcats, javalina, otters and other species playing or studying the spectators, it was very enjoyable. The sculpting of the canyon-like enclosures invited animals to leap, scamper, or laze in sun or shade. My favorite was the very large enclosure with faux rock cliffs, a waterfall, grasses, and a pool. Inside were a gorgeous black panther and an active, magnificent jaguar. The cats came right up to the many viewing windows. I had lunch in the canyon-like restaurant where the staff were taking every Covid precaution, including widely-spaced dining tables. I didn't get to see the gift shop's model railroad of the Grand Canyon Railway route, or the fine art gallery. Covid had shut down the raptor show and animal feeding chats with caretakers, but I came away with no doubt that you'll have an absorbing, memorable time at Bearizona.

Flagstaff's Neighboring Temptations

In Flagstaff you're very close to destinations featured in previous *RIS* issues—Grand Canyon National Park to the north, the Hopi and Navajo Nations to the west, plus Sedona and Oak Creek Canyon 35 miles south. Go to rismag.org and search by destination. You're so close—expand your trip! Arizona is the sixth largest state. Its diversity is linked to

Continued on page 80

Left: An old locomotive and cars full of Grand Canyon Railway's passengers chug through Ponderosa pines enroute to Grand Canyon.

Mechanical Engineering Is His Forté

FROM CO-OP INTERN TO LEAD CHASSIS ENGINEER

Corbette Davis grew up on a cattle farm near Hackleburg, Alabama, about a 30-minute drive south-east of Red Bay. With a population of 1,400, the town is less than half the size of Red Bay. But Corbette's parents are not natives to the area. Originally from Birmingham, Jerry Davis's company had contracts with TVA which took him throughout north Alabama, working as a civil engineer. His dream to be a cattle farmer was fulfilled when he found a farm for sale just outside of Hackleburg.

"We moved to the farm when I was three years old and my older brother, Derek, was eight," Corbette began. "My Dad met my Mom while he was on a job in Louisiana. Bringing her back to Alabama probably was not easy because her whole family were enthusiastic LSU Tiger fans." Learning that story was not surprising since Corbette has a 3 x 5-foot LSU purple and gold flag on the wall behind his desk.

"Mom converted all of us! We learned to yell 'Geaux Tigers' at an early age. If LSU had been closer, I probably would have applied for the engineering school there."

Like many small towns in Alabama and Mississippi, Hackleburg excelled in baseball and basketball. At 6'3", Corbette lettered in both sports. During his senior year (2006-2007), he focused on baseball and played at third base, short stop, and pitcher. Hackleburg had built a good baseball program, finishing as runners-up in 2003 and 2004 as a 1-A school in the Alabama High School Athletic Association. In 2007 they won the championship in the 1-A state baseball tournament. It was the first state championship in the school's history.

His top grades in math and science in high school led him, with his Dad's guidance, to major in mechanical engineering. "Mechanical engineering is a broad field that is applicable in a lot of different in-

dustries," he said. Corbette was offered a baseball scholarship at Northwest Shoals Community College just an hour's drive from Hackleburg where he could take his core curriculum and preliminary engineering courses.

Concurrent with his matriculation at NWSCC, Erin Parrish arrived from Corinth, Mississippi, to accept a women's basketball scholarship while she studied for her degree as a dental hygienist. They began dating in 2008 and were married in 2013.

"The University of Alabama turned out to be the best choice for completing my M.E. degree, so I transferred there in 2010 and entered their co-op program," he explained. "I was first introduced to Tiffin Motorhomes in my sophomore year. Tiffin visits several engineering schools each year on 'co-op day' to present the career opportunities at TMH. I was offered their co-op program and followed an academic schedule at the university that allowed me to graduate in December 2012. I had other offers coming out of college, but Muscle Shoals is where we chose to live and work.

"Upon graduation at Alabama, I was offered the position of product engineer over the Allegro Bus and Freightliner chassis, which included the engineering design and implementation of the motorhome's sub-structure. It was a great opportunity for an engineer just graduating from college."

Corbette shares a lighter moment with Scott Terrell, who does the assembly of components and brackets that attach to the Cummins engines. ♦ The Davises try to visit Jerry's farm often to enjoy the wide-open spaces. *From left:* Erin; Payton, 1; Corbette; and Berkley, 4.

Corbette left Tiffin in 2014 to accept a position at Forsythe & Long. The firm included in its offer the time to study for, apply, and take the exams for his professional engineering license. It seemed like too good an opportunity to pass up. During the ensuing year, however, a position as lead chassis engineer came open at Tiffin and Corbette was offered the job. "The new responsibilities for me included overseeing a chassis engineering sub-group of six engineers and two co-op interns to handle the design, development, and implementation of new products, which included 'everything under the tile floor except the plumbing,'" he explained. "Brad Warner, my supervisor when I was a co-op, became the lead engineer for everything from the tile floor and up, or what we simply call 'the house.' Both of us now report to Brad Witt, the director of operations, who coordinates our teams."

Corbette works closely with Gary Harris (see rismag.org, July 2009, 42), chassis production manager, who oversees a supervisor and 30 employees in the PowerGlide plant. "Gary and I collaborate almost daily on engineering changes that can occur throughout the year, production issues, product improvement, and, of course, the annual model changeovers," Corbette said.

He noted that the engineering team as well as the full production department constantly address safety issues including all brake valves, wiring harnesses, bolt torques, cable routing, and the insulation and heat barriers around the engine. "A detailed work and completion chart is maintained on each chassis as it moves through every work station in the assembly line," he said.


The PowerGlide chassis plant is now building approximately 1,100 to 1,200 chassis annually, which includes chassis for 25 Zephyrs, 500-600 Allegro Buses, 400 Phaetons (44OH & 40IH), and 100 Breezes. "We are now building 20 chassis a week," Corbette said. "Our highest output has

been 25 a week. This plant configuration on one shift, with several more employees, has a capacity of 35 chassis a week."

"Producing a chassis has major challenges," he said. "While we want to increase and improve production capacity, it is necessary to make every chassis as bulletproof as possible. It is also critical to coordinate the house design with the chassis design to assure that we stay within the 45-foot length law."

Like every job, there are personal and time-management challenges. "When I finish my day, I create a list to start on the

next day. I enjoy this job because of the diversity of concerns and challenges that pop up on a daily basis," Corbette said.

Corbette and Erin live in Muscle Shoals with their two daughters, Berkley, 4, and Payton, 1. Erin's schedule is no less challenging. In addition to her full-time position as a dental hygienist, she is mom, homemaker, and chauffeur. "Our R&R routine usually includes spending a week each year at the beach. We love going to Panama City and Pensacola," Erin said. "We are investigating a trip to the Smokey Mountains," Corbette added. 



Acupuncture in Veterinary Medicine

by Dr. John Pilarczyk

Acupuncture is a form of traditional Chinese medicine. Treatment with acupuncture involves introducing fine needles into various points in the body, referred to as acupoints. Several different techniques are used in acupuncture, including dry needling, aquapuncture, moxibustion, laser acupuncture, and electroacupuncture. These procedures may be used individually or in combination.

Aquapuncture is the introduction of sterile fluid into the acupoint as an alternative to using dry needles. Moxibustion incorporates the burning of small cones of dried herbs to apply heat safely to the acupoints. Laser acupuncture uses a low intensity laser to stimulate the acupoints. Electroacupuncture utilizes small doses of electricity passing through needles to stimulate specific points. There are more than 360 acupoints in the human body,

and over 150 in companion animals. Each point has a specific anatomic location.

Veterinarians choose from these different types of acupuncture stimulation to accommodate the tolerance levels of a dog or a cat. Acupuncture has also been used in large animal medicine to treat cows and horses. There has been an increase in demand for this alternative method of treatment in the last two decades. The International Veterinary Acupuncture Society, established in 1974, teaches and certifies veterinarians to practice this form of medicine.

Acupuncture has been used in the treatment of arthritis, hip dysplasia, organ dysfunction, neurological diseases, and various immune problems. It is sometimes used in combination with western and Chinese medicine. Most people have heard about the use of acu-

puncture treatment for pain relief. When acupuncture needles are applied to the correct acupoints, blood is brought to the area, increasing the flow of endorphins which help in pain relief.

If a dog or cat is having problems walking or getting up, it is because the nerve pathways are not open and the nerves are not sending the right message. Acupuncture can open these pathways and fire them up. People often look to acupuncture when their pet has chronic pain due to arthritis or a disc problem in their back or neck. Most pain medications have side effects which the pet owner would like to avoid. Acupuncture treatments have very little side effects other than the pet perhaps being a little sleepy afterwards.

Results can vary depending on the disease, the patient, and the commitment of the pet owner to the treatment. Most



cases have already been treated with conventional medicine, resulting in erratic responses. The temperament of the patient is important. If the dog or cat wants to chew the veterinarian apart or is very frightful when coming to the clinic, then acupuncture may not work. Depending on the pet, it may take eight to sixteen treatments to see improvement, so you see commitment is important. Don't expect results the first few times you have the treatment performed.

Aquapuncture can be used when pets won't sit still for the regular form of acupuncture. A liquid medication or B-complex vitamin is injected into the acupoints, stimulating the area in a way similar to the traditional method.

Moxibustion is a technique in which needles are inserted normally and herbs are burned over the needles, generating heat through the needle into the acupoint. This is used a lot in older animals with chronic diseases. The heat helps alleviate the pain the animal is dealing with.

Traditional Chinese medicine refers to disease as an imbalance of energy. When energy is balanced you achieve health. The unimpeded flow of energy through a pathway is called a meridian. For electroacupuncture, two needles are placed on either side of the problem area and a low voltage charge of electricity is sent between the needles, opening up the meridian and hopefully reconnecting the energy flow. This can make pain relief more responsive.

Acupuncture can be used on animals other than dogs and cats. It has been used to treat rabbits and birds. Kittens, puppies, and geriatric patients can all benefit from the use of acupuncture.

The next question you might ask may be, "Is acupuncture painful to the animal?" The needles are very thin and the pet does not feel them when inserted. When acupuncture is done on large animals using a bigger needle, they may feel a small skin prick, but the needle is stationary during the procedure and no pain is felt.

Studies using an MRI while inserting the needles into an acupoint have shown that there were specific changes in the brain when the acupoint was stimulated,

and that different points had specific reactions on the brain stem. It was also shown that acupoints that are known to be associated with pain relief activated areas in the brain stem associated with pain and pain relief.

If you feel that your pet might benefit from acupuncture, I would recommend that you use a veterinarian who has been certified in the practice of acupuncture. The International Veterinary Acupunc-

ture Society can refer you to a qualified veterinarian (ivas.org/vets and 970-266-0666). You can also visit the American Academy of Veterinary Acupuncture at aava.org for more information.

An accurate diagnosis is important before beginning any treatment. Conventional medical treatment along with acupuncture can go a long way in relieving your pet's discomfort.

Happy Trails, John and Kay



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Tiffin Allegro Club Rally for Class A Coaches Palm Creek RV Resort, Casa Grande, Arizona

April 12–16, 2021

By Sally Moore

Disclaimer: This Tiffin rally will not be held if prohibited by CDC and WHO guidelines.

Join us in beautiful Casa Grande, Arizona April 12-16, 2021 for our southwestern Class A Tiffin Allegro Club rally! Our rally will be held at the fantastic Palm Creek Golf & RV Resort in Casa Grande, Arizona beginning Monday, April 12th, and coaches depart on Friday, April 16th. If you wish to arrive at Palm Creek Golf & RV Resort prior to Monday, April 12th, contact the RV resort at 520-371-5831 to book your reservation for pre- or post-rally stays. Please do not contact them until **on/after January 25th**. Additional information regarding the resort can be found at palmcreekgolf.com or by telephone at 520-371-5831. LaMesa RV will be on hand with a display of beautiful new Tiffin Motorhomes! This rally is for all Tiffin class A coaches only. There will be a separate rally for Wayfarer units April 19–22. (See Wayfarer Rally article.) Due to space limitations, there will not be vendors at either rally.

Your spacious campsite will have 50-amp electrical service, water, cable and sewer. A beautiful pool and many outdoor sports facilities are available for guests. Palm Creek is known for its championship pickleball courts! This is a lovely RV resort located in a scenic area of Arizona between Phoenix and Tucson. Our rally is limited in size due to the maximum seating capacity for meals and entertainment in the ballroom. If you are a seasonal or annual resident of Palm Creek RV Resort, be sure to select the rally package for Palm Creek residents.

Your rally fee will include multiple meals, ice cream socials, live entertainment, four nights of camping, seminars, and other fun activities. Your rally fee also

includes our terrific Tiffin and LaMesa service technicians performing three minor repairs on all coaches. These trained technicians are a wealth of information for you!! You have made a sizeable investment in purchasing a beautiful motor coach. Take this valuable opportunity to learn all you can about it.

The registration form does not appear until exactly 11:00 a.m. Central Time on January 19th. You must have an active membership in the Tiffin Allegro Club to register and attend the Tiffin rallies. Because the Tiffin rallies sell out quickly, we recommend you be at the Tiffin website and familiarize yourself with the layout. 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 Rally Package:

Rally for two includes Campsite \$499.00

Rally for one includes Campsite \$399.00

Palm Creek Seasonal/Annual Resident,

Two People–no Campsite \$359.00

Palm Creek Seasonal/Annual Resident,

One Person–no Campsite \$259.00

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

Desire to Park with:

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 floor

plan – 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, go immediately to the Waitlist and add your name. Internet speed greatly affects how fast your registration form is received by Wufoo. We strongly suggest you go to an area with strong, reliable internet. If you try to register on your smart phone or mini-tablet, the form may not be displayed properly.

If you make an error when registering, DON'T TRY to GO BACK as the website may lock you out and you miss the opportunity to register. Submit your form and call us at the Tiffin Allegro Club office at 256-356-8522 to correct any errors.

Rally cancellation refund (less a \$50 handling fee) will be allowed until three weeks prior to the beginning of the rally. After that date, no refunds can be made. By that date we are firmly obligated for all the expenses of the rally, hence we will not be able to refund any cancellations for any reason. We regret any inconvenience this may cause and appreciate your understanding.

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 Casa Grande!

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Tiffin Allegro Club Rally for Class C Wayfarer Coaches Palm Creek RV Resort, Casa Grande, Arizona April 19–22, 2021

By Sally Moore

Disclaimer: This Tiffin rally will not be held if prohibited by CDC and WHO guidelines.

We are excited to announce that the 2nd Tiffin Wayfarer Rally will be held at the beautiful Palm Creek Golf and RV Resort in Casa Grande, Arizona! The rally begins Monday, April 19 with check-out on Thursday, April 22. This rally is open to **Wayfarer coaches only** as the seminars will be based on Wayfarer components. If you wish to arrive at Palm Creek Golf and RV Resort prior to Monday, April 22, contact the RV resort at 520-371-5831 to book your reservation for pre- or post-rally stays **on/after January 25**. Additional information regarding the resort can be found at palmcreekgolf.com or by telephone at 520-371-5831. LaMesa RV will be on hand with a display of beautiful new Wayfarer coaches! Due to space limitations, there will be no vendors at this rally.

Palm Creek Golf and RV Resort is located between Phoenix and Tucson on Interstate 10.

The rally goes on sale Thursday, January 21, at 11:00 a.m. CST and will be open for Wayfarer coaches only. You must have an active membership in the Tiffin Allegro Club to register and attend the Tiffin rallies.

Your registration cost of \$399 for a Wayfarer with two persons or \$299 for one person will include several catered meals, seminars pertaining to the Wayfarer coach, three nights camping, great entertainment, and minor service repairs by Wayfarer technicians from the Winfield plant and LaMesa RV. New Wayfarer coaches will be on display! Come to the rally and enjoy meeting members of the Tiffin family and other representatives

from the Wayfarer plant in Winfield, Alabama. Palm Creek Golf and RV Resort is a full service resort with full hookups including water, electric, sewer, and cable. It is known for its championship pickleball courts and beautiful pools. If you are a seasonal or annual resident of Palm Creek RV Resort, you will need to select the correct rally package indicating that you will not need a campsite.

The rally registration form does not appear until exactly 11:00 a.m. Central Time on January 21. Because Tiffin Rallies sell out quickly, we recommend you be at the Tiffin website and familiarize yourself with the layout. 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. Auto-Fill is a great feature to use on your device. You will need the following information:

Select Rally Package:

- Rally for two includes Campsite \$399
- Rally for one includes Campsite \$299
- Palm Creek Seasonal/Annual Resident Rally, Two People-no Campsite \$294
- Palm Creek Seasonal/Annual Resident Rally, One Person-no Campsite \$194
- Number of additional guests in coach @ \$150 per person
- Total # of People in Coach
- Tiffin Allegro Club Membership #
- Name of Passenger 1
- Name of Passenger 2
- Address
- Primary Cell Phone #
- Secondary Phone #
- Email Address
- Desire to Park with:
- Model of Coach – Wayfarer
- 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, immediately return to the Tiffin website and add your name to the Waitlist because we always have cancellations prior to the rally. Internet speed greatly affects how fast your registration form is received by Wufoo. We strongly suggest you go to an area with strong, reliable internet. If you try to register on your smart phone or mini-tablet, the form may not be displayed properly.

If you make an error when registering, DON'T TRY to GO BACK as the website may lock you out and you miss the opportunity to register. Submit your form and call us at the Tiffin Allegro Club office at 256-356-8522 to correct any errors.

Rally cancellation refund (less a \$50 handling fee) will be allowed until three weeks prior to the beginning of the rally. After that date, no refunds can be made. By that date we are firmly obligated for all the expenses of the rally, hence we will not be able to refund any cancellations for any reason. We regret any inconvenience this may cause and appreciate your understanding.

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 at the Tiffin Wayfarer Rally in Casa Grande!

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Covid-19 and Rallies

by Sally Moore

As all of you are aware, we are living in unprecedented times. We have never experienced a pandemic of this magnitude in our lifetime and it has played havoc with so many aspects of our lives throughout 2020. All of us at Tiffin Motorhomes and the Tiffin Allegro Club are very concerned about the health and well-being of our owners, associates, and suppliers. This concern has forced us to postpone three of our four 2020 rallies. We were very fortunate that those same facilities were available in 2021 so we have been able to extend the dates. This has allowed us to continue our contracts with entertainment, caterers, and others.

At the writing of this article, Covid-19 is still ravaging our nation and we have no assurance that we will be able to host our 2021 rallies as planned. However, it is our fervent hope and prayer that Covid-19 will be a very bad memory from 2020. We are eager to once again gather together with our Tiffin friends and family to share meals, travel adventures and make new friendships. Please stay abreast

of current rally plans at either tiffinsideroads.com or tiffinmotorhomes.com. Updates will also be posted on the Tiffin Allegro Club Facebook page.



Shop Early for Xmas!

Who do you have on your Christmas list that is hard to shop for? Who is downsizing and spending more and more time in their Tiffin rig? Who loves their Tiffin coach? We can help your shopping needs!

The Tiffin Allegro Club has a great selection of Tiffin polos, jackets, caps, and other logo items for those on your “hard to shop for” Christmas list. You can view our current merchandise online at tiffinmotorhomes.com/allegro-club.

However, we are not Amazon! We cannot get the merchandise to you overnight because we do not stock every color of every size in our club store. To order your item or get it embroidered in time for a pre-Christmas delivery, the order must be placed by Thanksgiving. If we have your size/color in stock, your order will be shipped immediately. Gift certificates are also available. Start early and let us help you with your Christmas shopping!

Call 256-356-8522 or email your order to AllegroClub@TiffinMotorhomes.com. Monday-Friday, 8-4 CST.

2021 Tiffin Allegro Club Rally Schedule

Palm Creek Golf & RV Resort, Casa Grande, Arizona

Arrive: Monday, April 12, 2021
 Depart: Friday, April 16, 2021
 On sale: Jan. 19, 2021, 11:00 a.m. CST
For Tiffin Class A coaches only.

Palm Creek Golf & RV Resort, Casa Grande, Arizona

Arrive: Monday April 19, 2021
 Depart: Thursday April 22, 2021
 On sale: Jan. 21, 2021, 11 a.m. CST
For Tiffin Wayfarer coaches only.

Amana RV Park and Event Center, Amana, Iowa

Arrive: Monday June 14, 2021
 Depart: Friday June 18, 2021
Rally sold out in 2020
For Tiffin Class A and Wayfarer coaches.

Champlain Valley Expo Center, Essex Junction, Vermont

Arrive: Monday, October 4, 2021
 Depart: Friday, October 8, 2021
 On sale: June 29, 2021, 11 a.m. CDT
For Tiffin Class A and Wayfarer coaches.

Tiffin Summer Rally in Amana, Iowa Rescheduled for June 14-18, 2021

It was with great sadness that we postponed the 2020 Tiffin rally in Amana, Iowa due to the Covid-19 virus pandemic. The safety of our owners that we consider as Tiffin family along with all of our vendors and Tiffin associates is always of utmost importance. The 2020 Amana rally was rescheduled for **June 14-18, 2021**. The Amana Colonies area is an interesting location and we are very excited to host a rally at the Amana RV Park in 2021.

The rally was sold out in early February, well before the pandemic broke out. Everyone registered for the 2020 Amana rally was given the opportunity to roll their registration forward to the 2021 date or to cancel their registration without penalty when we made the announcement of the postponement.

We were very pleased that only 18% of the registered guests chose to cancel their rally registration and 82% wanted to stay registered and attend the 2021 rally. Because we only have a few



spaces to fill to return to full rally capacity, we will first be contacting the guests on the original Waitlist in early 2021. They will be given priority for the few spaces available at the 2021 Amana Rally. After this, if any sites are still available, we will notify our members by Tiffin Sideroads emails. No names will be added to the original Waitlist until we know if there are any rally spaces available.

**RECALLS
for Fall 2021**

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 # 19V-228, Tiffin Recall # TIF-111 Energy Management Module overheating

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.

NHTSA Recall # 20V-433, Tiffin Recall # TIF-113, VIP Wiper Module Power Source Recall

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2018, 2019 & 2020 Zephyrs and 2019 & 2020 Allegro Buses**. Tiffin Motorhomes has become aware that there is the possibility that the windshield wipers may not work on some 2018, 2019 & 2020 Zephyrs and 2019 & 2020 Allegro Buses. Tiffin Motorhomes found that some of these motorhomes have windshield wipers that are not wired to their power source correctly. If the wiring is not corrected, there is the possibility that the windshield wipers will not work when the switch is turned on. If the windshield wipers fail to turn on, that can reduce the driver’s visibility and increase the risk of a crash.

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Charles and Cindy Maledy

TWO PROFESSIONALS REFOCUS TO ENJOY RETIREMENT TRAVEL

Text and photography by June Foster

Charles and Cindy Maledy began married life in Salem, Missouri where Charles grew up. When they both retired in 2005, they knew they wanted to explore the United States full time. But they didn't wait until retirement to experience their first adventure. They honeymooned in a remote, mountainous Colorado lodge between Silverton and Durango. With no TV, the nature-loving couple had time to explore the great outdoors of the surrounding area.

Charles worked in banking for thirty-eight years where he served as president the last twenty-five and then remained on the board until last year. Cindy was employed in the local school district in Salem and worked her way from teacher, to counselor, principal, assistant superintendent, and finally superintendent of schools. She retired after twenty-nine years.

"It all started my first year of teaching," Cindy began. "I had accepted a one-year contract to teach PE while the regular teacher took a leave of absence to have a baby. She introduced Charles and me." Then in December of that year, the same lady had her baby—on Cindy's birthday. The following August Cindy and Charles were married. Amazing how one person had such an impact on their lives.

Cindy and Charles have a son, a daughter-in-law and two grandchildren. When their son was a young teen, Charles took him on four father-son camping adventures that included trips to Canada, the Grand Canyon, and the parks in Utah.

Charles earned a BA in business and Cindy holds a BS in physical education and an MA in guidance and counseling.



P R O F I L E

They credit their parents for encouraging them to continue their education.

The Maledys always love an adventure—even in the days before they met. As a girl, Cindy went camping with her parents in a pickup camper which may have inspired her purchase of a Casita travel trailer while she was in college. One positive that has influenced their decision to travel is

that they both agree on where they want to stay and for how long. Charles loves to study maps of potential travel routes so he does most of the trip planning. They both prefer not to make reservations but to be a bit more spontaneous with their itinerary. Charles and Cindy are definitely not opposed to spending the night in a Walmart parking lot.

“It’s a good thing we married each other so we didn’t make four people miserable,” Cindy quipped.

The Maledys began traveling in 1981 in a variety of vehicles. Then in 2010, they purchased their first Tiffin—a forty-foot Allegro Bus. “We found our coach in a classified ad placed by a lady from Ft. Myers, Florida. At the same time, Cindy’s mom became ill, and we weren’t able to travel to Florida to pick it up. But no problem. The seller located a driver to deliver the coach to our driveway,” Charles related.

For a number of years, they traveled during the summer months. They spent the spring and fall in their Missouri home, then the winter in the Rio Grande Valley in an RV resort. Eventually, they decided to sell their house in Salem and move to Llano Grande RV Resort and Country Club in Mercedes, Texas—a change they relished. In March 2019, they purchased a beautiful mobile home in the park and stored their Tiffin nearby at a lot provided by the resort.

Cindy is quite active with the quilt show held each February in the Hynes Event Center where there are more than two hundred items displayed. In fact, she’s the organizer of the show which features quilts, runners, and wall hangings created by the talented residents of Llano Grande Resort. I enjoyed seeing Cindy’s own exquisite work, her bedspread, and a variety of wall hangings.

The Maledys love the journeys their Tiffin affords. They’ve traveled 50,000 miles in their Allegro Bus from Homer, Alaska to St. John’s in Newfoundland and many places in between. Generally, they’re on the road for three months at a time. Once, they left the coach in Fairbanks, Alaska, and their border collie, Jake, in the kennel, and drove in the tow car to Deadhorse four hundred and ninety miles to the north on the Beaufort Sea.

In 2016 they ordered a new Allegro Bus 40AP which they still drive today. In prep-



Harbor at Haines, Alaska



Homer, Alaska



Our first look at Denali



Fly fishing for salmon



Fishing near Haines, Alaska

aration, they visited Red Bay, Alabama to check out features like colors and floor plans. Charles said they spent hours analyzing and discussing what they wanted in a coach. One thing helped. Since their previous coach was a Tiffin, it provided the user experience for choosing the features of their new coach. When they finally determined what to order, they went to Sherman RV in Sherman, Mississippi. Charles said both dealer and factory support could be described as superior. Six weeks after they signed the papers for their vehicle, they took possession.

Charles and Cindy smiled as they remembered how they learned to drive their first Tiffin motorhome. They decided to go through the process of obtaining a CDL, and Cindy figured she'd better learn right along with Charles. The resourceful couple began by watching YouTube videos. Next, they took the coach to a school parking lot on the weekend to practice. "We practiced making the wide turns necessary for a large vehicle like our bus and how to use the mirrors," Cindy said. When backing up, one of them would stand behind the coach and direct the other. I asked Cindy if driving down the freeway with large, looming trucks on either side bothered her. "No, you are as big as they are," she said confidently.

Cindy's favorite destination was Newfoundland, and they both hope to return. She described a scene that made me want to jump in our Tiffin and visit the Canadian province on the Labrador Sea. "I stood on top of a rocky cliff looking sixty feet below into clear water where whales surfaced. The abundant icebergs along with a lighthouse offered quite a contrast to my life in south Texas."

Once, they took a ferry to Labrador and spent the day driving along the coast viewing a parade of icebergs. On Newfoundland Island they visited the L'Anse aux Meadows, a Norse archaeological site presumed to be the settlement of Viking explorer Leif Erikson. The site was only unearthed in 1960.

"I was impressed with how hearty and self-sufficient the Labradorean people are," Charles said. "We had nothing but good

experiences while traveling in the area.” A local man told Charles he spent weekends catching fish to supplement his winter supply of food. “I was pleased when the townsman offered us a zip-lock bag of fresh cod filets. His generosity was remarkable.”

Both Cindy and Charles are avid golfers and have taken the Robert Trent Jones trail in Alabama. In Quebec, which is primarily a French-speaking province, they played golf and met with a couple that spoke virtually no English. Nevertheless, the foursome was able to communicate using “sign” language and their knowledge of golf. Charles and Cindy have also played in Alaska and Newfoundland. “We take our golf clubs everywhere we go,” Charles said.

Traveling in New England was like stepping into an idyllic storybook. The villages, church steeples, barns with silos, and country stores fascinated the couple. They described a trip to a farmer’s market in Montpelier, Vermont’s capital. Charles looked around for a public facility but found none. Finally, he went into the nearby capitol building and asked if they had a restroom. The man at the information desk directed him down the hall. “It’s the same one the governor uses,” the man informed Charles.

Charles said they have visited every state except Hawaii, California, and South and North Carolina. Their dog Jake has accompanied them on each trip. Charles said, “We never travel with friends. Rather, we like to make new acquaintances wherever we go. We always find the people so interesting.” He and Cindy like to stick to their own agenda.

When they’re not golfing, they love to fly fish. No wonder they like to camp in mountainous spots close to fly-fishing waters. Charles said they enjoy grilling out. That’s when he meets other campers. He prepares steak, chicken wings, and the usual campground fare while striking up a conversation with fellow campers. “Our lifestyle on the road is no different than life at home except we’re enjoying different scenery,” Charles said.

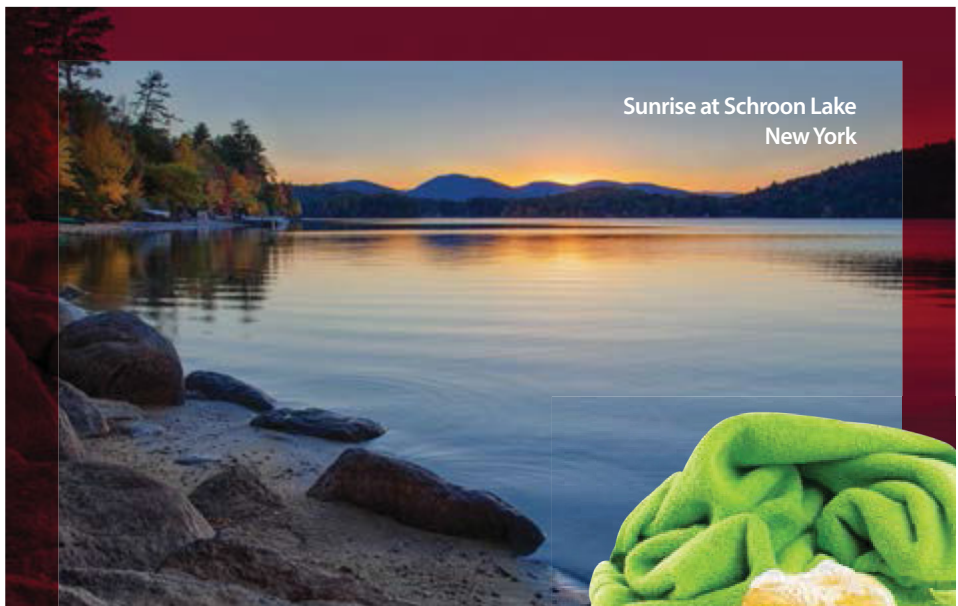
One of their favorite stops was Guernsey, Wyoming. The city owns a golf course

and RV park called Wagon Ruts. The campground literally lies on the Oregon Trail. The Maledys said they saw the ruts along the Platte River made by covered wagons when the trail opened up to pioneers after 1836. They want to return to the area.

“There are so many beautiful places to visit in the U.S. and Canada,” Cindy said, “and so little time to see them all.” Sometimes she feels the need to rush from one

spot to the next, wishing they could get a more in-depth knowledge of each area. “Looking at gorgeous scenery is better than staying indoors any day.”

I asked Charles if they’d had any disasters on the road. He said they’d had a few problems but not anything they couldn’t deal with, as he named a few. Once they experienced a clogged fuel filter and were towed forty miles to Jackson, Mississippi. On another occasion, they were driving



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Hiking at Denali



A treasured Alaska scrapbook



Cindy enjoys driving their Allegro Bus

in Alabama on a two-lane road. Charles glanced in his side mirror and saw the tow car to the side of the RV. The vehicle had detached from the tow bar on one side. They only thing they could figure out was that someone had removed the pin when

they'd stopped at a Walmart parking lot. Charles explained that RV drivers need to be on the lookout when driving under bridges. There is generally a sign giving the height limit, and if your coach is over that limit, you dare not travel under it un-

less you want to take off the top. Aware of this issue, they had to stop twice in rural New England as they approached a low bridge, unhitch the tow car, turn the coach around, and find another route.

The most fascinating story was when Cindy described how they traveled on a narrow, coastal road in New Brunswick, where the road began a downhill descent. At the bottom, they saw a sign for a ferry they didn't want to take. Once again, they had to unhitch the tow car and back the RV out, this time maneuvering an uphill road.

"All problems on the road are minor as long as no one goes to the ER," Charles said.

I asked both Cindy and Charles why they were attracted to each other after they first met.

Cindy said they enjoyed the same interests. "He's handsome, well-educated, well spoken, and loves the out-of-doors."

Charles echoed a similar response. He liked Cindy's sense of adventure, her self-confidence, and the way she could tie flies and clean fish. I had to chuckle at his description. Charles admits Cindy is a better golfer than he. They said the secret to their happy marriage is respect for each other as well as being willing to compromise. It didn't hurt that they had similar interests, financial goals, and religious beliefs.

The Maledys love living in Mercedes, Texas now. The warm, balmy winters keep them active in the Llano Grande RV Resort and Country Club. Next spring, they plan to travel from April to October during the hot south-Texas months. They want to see the national parks in Utah and visit Alaska again as well as spend time with their son and family in Missouri.

Cindy and Charles are members of the Methodist church in Llano Grande where Cindy sings in the choir.

One of the highlights of their travels was when they met Bob Tiffin in Red Bay. "I walked up to the secretary and asked to see the boss. I told her I only wanted to say hello." Charles was invited in, and Mr. Tiffin gave them a warm greeting. On a later visit, Mr. Tiffin welcomed them again to the Tiffin headquarters.

Tiffin Owners from Mississippi, New Hampshire, and Tennessee



Rick and Beverly Heimann
Hometown: Meridian, Mississippi

Rick and Beverly Heimann from Meridian, Mississippi have been married for forty years and have a son, a daughter, and one granddaughter.

They met and married while Rick, originally from Louisville, Kentucky, was on active duty as a Navy flight instructor in Meridian. Beverly, from nearby DeKalb, Mississippi, worked as a government civil service employee in the same squadron.

The couple, well acquainted with camping, has enjoyed the out-of-doors for thirty-nine years. In recent years, they decided to purchase their first Tiffin. Several factors convinced them to buy a Tiffin RV: Mr. Tiffin's excellent reputation, his commitment to customer service, and the design and floor plans available. They first bought a 2010 Allegro Bus and are now traveling in their 2016 Allegro Bus. "Watching the complete build of each coach was quite an experience. Since we live close to Red Bay, we appreciate the opportunity to use the service center," Beverly said.

They are members of the Mississippi Allegro Chapter 95, and enjoy campouts with friends. They've attended several Tiffin rallies so maybe you'll meet them at a future rally. Their favorite campground is Bella Terra RV Resort in Foley, Alabama. They travel with their two Miniature Schnauzers, Maggie and Ollie.

Beverly told an interesting story. "While

Continued on page 80

Editor's Note: June Foster is a retired teacher turned author. To date, she has written 20 novels and one devotional and is working on number 21. You can find June on junefoster.com.



Andy and Kim Bryson
Hometown: Nashua, New Hampshire

Andy and Kim Bryson have been married forty-two years. Kim told me how every Easter Andy gives her an Easter lily. "It took me forty years to figure it out, but it's best not to argue with my wife," Andy said.

Andy and Kim met in Korea where he was stationed while serving in the U.S. Air Force. He told a story about how he got food poisoning when eating in the chow hall. "I asked the doc who treated me where he ate. He said either in the physician's dining hall or off base in a Korean restaurant. That's when I decided to eat off base. I learned to speak the language and met Kim."

When Kim arrived in the United States, she not only encountered a new country and culture but had a new baby as well. "I was scared but Andy is a good husband and has always taken good care of me and our family."

Andy and Kim have owned three Tiffin coaches. I asked Andy why they chose Tiffins. "A happy wife, a happy life. Kim loves the coach and wouldn't have anything else." Kim especially likes the quality she finds in the coach's interior.

Andy retired from the Air Force and went to work as a civilian. They owned a home in Nashua, New Hampshire until October 2019 when they made the decision to become full-timers. Both love the freedom RVing offers.

Kim takes her hobby with her. She makes fleece blankets with fringe and gives them to the special people in her life. She's even made pillows to match as well as dog blankets. She told me the blankets are a way she can give back to others.

Their dog, Madalee, travels with them. The name Madalee is a combination of two granddaughter's names—Madison and Lee.



Jimmy Lawrence and Cathy Carson
Hometown: Mount Juliet, Tennessee

Jimmy Lawrence and Cathy Carson, married for twenty-two years, are from Mount Juliet, Tennessee. They travel part time with their golden retriever Zoey.

They met when friends introduced them at a restaurant. Cathy said she was attracted to Jimmy's personality. "He's genuine and caring."

Jimmy admires her because she is a hard worker and good mother.

Cathy worked in the insurance business until 2012. She's proud to say she made the highest score on the national exam of Insurance Institutes of America when she first started in the industry. I asked Cathy why she kept her former name. "I needed to for professional reasons. Everyone in my seven-state sales region knew me by Carson." She retired as regional vice president of State Auto Insurance.

Jimmy is retired from Ashland, Inc. as a senior account manager in sales. "The RV is my hobby," he laughed. Jimmy studies the owner's manual of their 2020 Allegro Bus 40IP. "That takes up a lot of time."

The couple purchased their bus at the end of 2019. Cathy loves the open floor plan. "Buy your last one first and save a lot of money," Cathy advises first time RVers.

Jimmy chose a Tiffin because Bob Tiffin is such a great guy and customer oriented. "If I couldn't get a Tiffin, I wouldn't own a motorhome."

Cathy recently took up creating embroidered greeting cards. Both love retirement because they enjoy the opportunities to travel so many different places.

"We travel about six months out of the year in

Continued on page 80

Give us your best shot! The winners of the Fall 2020 RIS Photo Contest



PRO LEVEL AWARDS

First Place

Debbie Payne

Experiencing Light in an Aspen Grove

Wet Mountains, San Isabel National Forest, Colorado

Aspen groves are a challenge for any photographer. With beauty all around you, you'd think you could simply close your eyes, click the camera shutter, and voila! A masterpiece. That's not true. Also what might make a good composition with 10 a.m. lighting may be all wrong at 4 p.m. So Debbie Payne knew she'd found the golden mo-

ment when she composed this glowing scene. The foreground trees open to the magic of dappled sunlight dancing with the lacey undergrowth. The shaded background trees add an unobtrusive gentle curtain of slender trunks, softly woven with limbs and leaves. The cluster of leaves at center top crowns the scene, which would have been beautiful even without them. The scene is very three-dimensional. No doubt it would be equally splendid as a black and white photo. Challenge yourself to find such a strong composition in a stand of aspens or birches, and you'll appreciate Payne's work all the more.

Canon EOS 5D Mark IV with Tamron 28 – 300 lens



PRO LEVEL AWARDS

Second Place

Gerry Fagan

Little Blue

Hunting Island, South Carolina

Gerry Fagan captured this scene of one rebellious old tree, and the last standing cabin, "Little Blue," as Hurricane Matthew's first clouds

approached the island. The cabin succumbed to the storm. The island's coast has eroded inland in recent memory, leaving a bone yard of skeleton limbs and branches. Fagan's photo captures the strength and defiance of the tree against the approaching storm clouds, and the frailty of the man-made structure. The tree, cabin, and horizon create visual depth in this well-composed image.

Nikon camera with Sigma 24-70 lens

RIS – Photo guidelines, Winter2020 contest

Winter Issue Photo Contest Has Wiggle Room

Although many people feel that traveling in an RV is safer than other types of trips in these challenging times, you may nevertheless have restricted your Tiffin's excursions somewhat this year. So the upcoming photo contest is about any topic with high enough resolution (sharpness) that you've taken in recent years' local or RV travels. Topics can include parks, lovely farm-

lands, beaches, rural and natural areas, mountains, animals in outdoor settings, and more. Picturesque man-made elements such as a weathered fence, boats, trains, lighthouses, rustic buildings, sandals on the beach, festivals, hikers and outdoor fun are some other ideas.

In judging, all the usual parameters will apply. Choose sidelighting to accentuate shapes. Edit out distractions near the photo's perimeter and move close to your main topic. An in-

teresting foreground that frames the main topic is good. Keep horizontal lines straight, and above or below dead center. Black and white photos need a rich spectrum of grays along with the black and white elements. I usually choose a specific topic for each contest, to somewhat level the playing field between photographers, but this time it will be your snow scene against a desert sunrise, or your sleeping fawn against someone's brilliant wildflowers. An eye-catching composition or something that

tugs at the viewer's heartstrings is always a contender.

Save and submit your files as .jpg files of at least two megabytes (MB). They should be 300 dpi at a minimum of 5" x 7". Email your photos by Nov. 20 to fred1902@gmail.com. Pro Level prizes are \$100 for first place, \$75 for second place. Very Good Level prizes are \$50 for first place, \$25 for second place. Submit up to three photos—we'd love to see your work!



VERY GOOD AWARDS

First Place

Charles Abbott

Searching for Signals

Rocky Mountains National Park, Colorado

Charles Abbott watched a group of young people scramble up this rocky knoll, thinking of the sense of adventure it would add to the scene. Then they sat down, whipped out their cell phones, and scanned for reception. Oh well. They added a pop of color and a sense of scale to the composition. Even without them, look at the visual motion in the photo. The foreground rocks converge at the vertically-sculpted stone at the trees' bases, and the trees leaning trunks and flung-out branches give the focal point of the image the lines of a lady's fan. The composition would be strong without the people, but with them, there's an element of surprise that happens fortuitously every now and then.

Nikon D7100 with Nikkor 24-240 lens



VERY GOOD AWARDS

Second Place

Claudia Abbott

Revelstoke Twins

Revelstoke National Park, British Columbia, Canada

Sometimes a tree stops you in your tracks and asks to have its portrait taken. These twin Western Hemlocks may have endured a very heavy snow load in their youth, resulting in low, graceful curtsies accompanied now by green skirted boughs. The mid-day lighting accents the rich green boughs and the curvature of the tree bases.

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Destination: Philadelphia

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Text and photography by Fred Thompson

Most visitors come to Philadelphia

to learn about the area's role in the Revolutionary War, the Continental Congresses, the Declaration of Independence, Betsy Ross and the first American flags, the Liberty Bell, William Penn and the Quakers, and Benjamin Franklin – the major figures, places and events they remember from their U.S. history books in school.

Before we get into Philadelphia's 18th century role in the founding of our country, let's step back into the 17th century to 1682, the year **William Penn** founded Philadelphia in the English Crown Province of Pennsylvania over which he was the proprietor through the good will and integrity of Charles II.

Admiral Sir William Penn, William's father, was a royalist who had supported Charles I through England's First and Second Civil Wars. He welcomed Charles II back to the throne and also supported him with a personal loan of £16,000 to initiate the rebuilding of the British navy. The admiral's son, William Penn, was 16 years old at the time, coming of age in a wealthy social environment, and keenly aware of the political, religious, and social change around him.

In 1666 while in Ireland, the 22-year-old Penn heard a Quaker preacher. He wholeheartedly accepted the Quaker doctrine and began to contribute his talent, energy, connections, and funds to the spread of their gospel. England saw the rise of several other religious groups over the next 15 years, causing concern in Parliament

for a perceived threat to the Church of England. Penal codes were passed even though Charles II favored a policy of religious tolerance.

Young Penn's position in society did not spare him from social exclusion and persecution, and even jail. Not intimidated, he wrote religious tracts for the masses and letters to the powerful to challenge the thinking of the time and establish a respect for Quaker thought and practice. In 1672 William Penn and William Meade were accused of and arrested for "inciting a riot" as they preached to an assembly of Quakers on a London street. Subjected to a jury trial in the London Sessions of the Peace, they were found "not guilty" by a jury that ignored the court's considerable pressure to obtain a "correct" decision. They were released but the court fined the jurors £26 each. One of the jurors, Edward Bushell, brought a writ of habeas corpus heard by Lord Chief Justice Vaughn in the Court of Common Pleas. Vaughn set aside the fines and issued a strongly worded decision eliminating the possibility of any such fines in the future. One

historian called the *Bushell Case* "one of the impregnable bulwarks of English liberties." The independence of jury decisions in the U.S. today has deep roots in English case law. Even today, we are indebted to the perseverance of William Penn, William Meade, and Edward Bushell in seeking guarantees of free speech and the independence of juries.

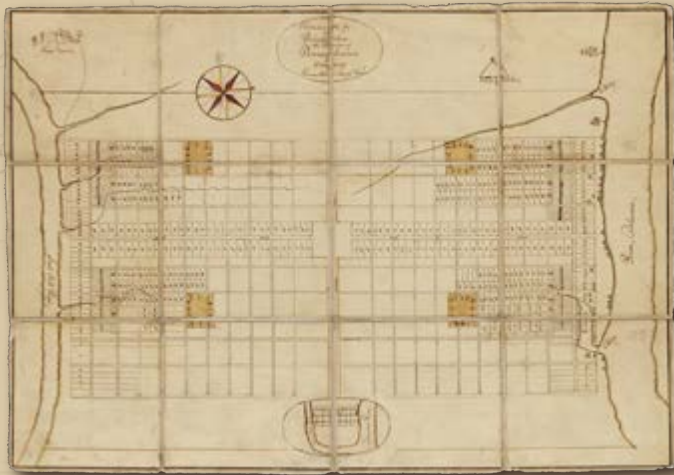
After the death of his father in April 1670, William



Charles II



William Penn at age 28



William Markham's earliest plat for Philadelphia

Penn inherited a very large fortune which allowed him to assist in the development of two Quaker colonies in America—East Jersey and West Jersey. He was most interested in shaping their colonial government.

With that foothold in place, Penn in 1680 approached Charles II and asked him to repay the £16,000 Penn's father, Admiral Sir William Penn, had loaned him to begin the restoration of the British navy. In today's currency, that amount would be £2,526,000 or \$3.3 million in U.S. currency. Penn requested land rather than currency. He envisioned a colony that would become "the seed of a nation," a colony that would showcase religious freedom and representative government. The king granted Penn an extraordinarily generous charter which made him the world's largest private (non-royal) landowner, with over 45,000 square miles.

The British government had established a policy of appointing proprietors to found and govern settlements under mercantile charters granted to joint stock companies. The charter granted to William Penn on March 4, 1681, included the present boundaries of Pennsylvania and Delaware.

A few months later, Penn sent William Markham, a surveyor who was also his cousin, to the new colony with the mission to survey and lay the plan for a city to be named Philadelphia, the choice no doubt influenced by Penn's study of Scripture (Rev. 1:11; *phílos* [beloved, dear] and *adelphós* [brother, brotherly]). Markham created a "grid pattern with squares set aside for open spaces." He also chose the site for Penn's personal estate, Pennsbury Manor.

Penn set sail on August 30, 1682 for the New World on a ship named *Welcome* with about 100 adventurous colonists aboard. His wife of 10 years, Gulielma Maria Springett, and their children stayed behind in England. They had produced six children, losing two in infancy and one at four years of age.

Sadly, smallpox broke out on the voyage and a third of the colonists died before the ship arrived at New Castle on October 27. It was the first in a fleet of 23 ships that would transport over 2,000 men, women, and children to Pennsylvania in the following year.

After disembarking at New Castle, Penn presented his deed to the Dutch and Swedish inhabitants who promised their allegiance.

Moving up the river to the site William Markham had selected for the capital city of Philadelphia, Penn appointed Thomas Holme as surveyor general of Pennsylvania, and immediately directed him to lay out "a greene country town where every house be placed in the middle of the plot, so that there may be ground on each side, for gardens, or orchards or fields and so that it will never be burnt, and always be wholesome."* He planned the creation of parks with "four squares to be set aside for physical recreation" and a "House of Public Affairs" to be located on a ten-acre center square. Penn reserved land for "Publick Houses" in every block as community gathering places. Streets running east-west were named after trees, and those running north-south were numbered. This grid pattern would set a precedent for many future American towns.

Penn's greatest effort was devoted to the development of a government that included the representation of the people, religious and ethnic tolerance, and a fair judicial system that confirmed the role of juries in trials. The democratic principles he set forth in the Pennsylvania Frame of Government served as an inspiration a hundred years later to the members of the Second Continental Congress as they composed the new Constitution of the United States in Philadelphia in 1787.

He lived in a slate-roofed house on Front Street from which he supervised the distribution of land and the organization of the government which first met on March 12, 1683. Within six months, Penn had parceled out over 300,000 acres to 250 prospective settlers, mostly Quakers. He attracted other persecuted minorities from England, France, Holland, Germany, Finland, Ireland, and Wales, creating an unusual melting pot of ethnic and religious sects. He also collaborated frequently with William Markham to oversee the construction of Pennsbury Manor, his new home.

When Penn arrived in North America in 1682, he sought to establish a viable relationship with the Lenape Indians (sometimes called Delaware Indians). Despite the royal charter he had been granted by Charles II, Penn acknowledged the Lenape "were here when we arrived, and deserve to be treated fairly even though they have no legal system to define boundaries." Penn arranged to buy the land from the local Lenape in order to be on good terms with them and ensure peace for the colony. A treaty of friendship was signed with Lenape chief *Tamanend* under an elm tree at Shackamaxon, in what is now the city's Fishtown neighborhood.

As a Quaker, Penn's persecution in England produced a tolerance that created better relations with the First Nations people, eclipsing future conflicts. After Penn's death, his sons, John and Thomas, presented a deed from 1686 by which the Lenape promised to sell a tract beginning at the junction of the upper Delaware River and its tributary Lehigh River and extending as far west as a man could walk in a day and a half. Through the

* Explorepahistory.com *The Vision of William Penn*. Chapter Two.



Pennsbury Manor and its generous surroundings became William and Hannah Penn's home with their two children in January 1800.

deed, the Penn family and proprietors claimed an area of 1.2 million acres, a claim that would be challenged many times during the next century.

Penn returned to England to present his case to the king regarding a boundary dispute with the Calvert family of Maryland. The land descriptions in their charters in Colonial America had provoked exhausting attempts at mediation and intervention by English courts.

Penn only intended to stay a few months when he embarked August 12, 1684. He reached England on October 6. Charles II died just four months to the day after his return. Charles' brother, the Duke of York, was crowned James II. The king resolved the border dispute in Penn's favor. Penn supported the king's Declaration of Indulgence that granted toleration to Quakers and afforded him the opportunity to go on an extended "preaching tour through England to promote the King's Indulgence."

In the meantime, Penn's careless busi-

ness practices—he hated administrative details—allowed his business manager, Philip Ford, to embezzle huge sums from Penn's estates. Penn unwittingly signed a deed transferring ownership of Pennsylvania to Ford.

Penn's infatuation with being a court favorite got him in trouble when James



Hannah Callowhill Penn

was deposed by William of Orange in November 1688. Penn was arrested as a friend of James, but was later released and acquitted. He was arrested again in 1690 on orders from Queen Mary and brought to trial, but the jury could find nothing against him.

To Penn's credit, the government he had established in Pennsylvania continued to function quite well in spite of religious dissensions. The William Penn Charter School opened in Philadelphia in 1689 with instructions to "educate all and charge according to ability to pay."

In 1692 King William placed Pennsylvania under the control of the governor of New York after Penn was falsely accused of conspiring to restore James II to the throne, charges that led to his imprisonment in the Tower of London. With the help of prominent friends, he was able to wage a successful defense and achieve his freedom in late 1693 as well as regain the control of Pennsylvania as its proprietary owner and governor.

During his unplanned nine years in England, Penn was able to reside with his family most of the time. Gulielma became very ill in late spring of 1693 and died after an eight month illness on February 23, 1694. Exactly two years to the day in 1696, Springett died at the age of 21, leaving only Letitia and William, Jr. as his surviving children by Gulielma.

On March 5, 1696, Penn married **Hannah Callowhill** in Bristol, Gloucestershire, England.

Thomas Callowhill, her father, was a successful businessman and manufacturer. Her mother, Anna, took an active role in social welfare. Of nine children, she was the only surviving child. With private tutors and on-the-job experience, she received a strong grounding in business management, accounting, and organizational skills. Nearly 20 years younger than Penn, Hannah proved herself a smart manager and capable mother. They had seven children, with six surviving to adulthood.

Three years later Penn decided to return to Pennsylvania, accompanied by Hannah, his daughter Letitia, and secretary **James Logan** with the inten-

tion of living there permanently. They reached Philadelphia in December 1699 where Penn received a hearty welcome and found his province had grown and changed for the better. Pennsylvania had a population of 18,000 and Philadelphia claimed more than 3,000 residents. William Markham's work had matured into tree-lined streets with bustling shops full of local and imported merchandise. Despite early protests, Penn's opening the Quaker grammar schools to all citizens had produced a literate workforce with a basic education. The relatively well-educated citizenship were demonstrating leadership in science and medicine. Quakers were advanced in their treatment of mental illness.

The Penns made Pennsbury Manor their permanent residence and appeared to have every intention of spending the remainder of their lives in Pennsylvania. Their eldest son, John, was born January 28, 1700. With Pennsbury Manor 26 miles from Philadelphia, William commuted to Philadelphia where he main-

tained his second residence and office, arriving there on a six-man barge towed downriver.

After enjoying fewer than two years in his utopia, Penn experienced mounting problems at home: English politics again threatened his charter, his tenants in Ireland were refusing to pay their rents, and his former business agent, Philip Ford, was suing him in England for £10,000. William planned a hasty return alone in November 1701, but Hannah insisted on accompanying him with their two children. His primary purpose was to fight the demand for proprietary colonies to be turned back to the crown. He worked through agents to continue his governance of the colony.

In 1712 Penn suffered several strokes. In addition to taking care of her husband, Hannah handled all of the province's official business, sending letters of instruction and advice to Deputy Governor Charles Gookin and James Logan. She managed his financial affairs in England and Ireland and successfully oversaw the

legal battle against Bridget Ford, Philip's widow, who was trying to sell the colony back to the crown.

After her husband's death in July 1718, Hannah had to battle her stepson's effort to cut her and her children out of Penn's will. Hannah prevailed and assured the transfer of the Penn estate to her children. With the help of her agents, Hannah continued managing the colony for eight more years from England.

Hannah Callowhill Penn in essence was the first female governor of Pennsylvania, having run the colony for a total of 14 years. Her portrait was hung in the Pennsylvania State House in 2014. Governor Tom Corbet proclaimed, "The wisdom of her leadership and strength of her character mark her as the first woman to lead what has become the Keystone State in our nation. She is an example of women's leadership in Pennsylvania long before we were an independent nation."

To understand Philadelphia from a chronological perspective, spending a few hours at Pennsbury Manor is probably



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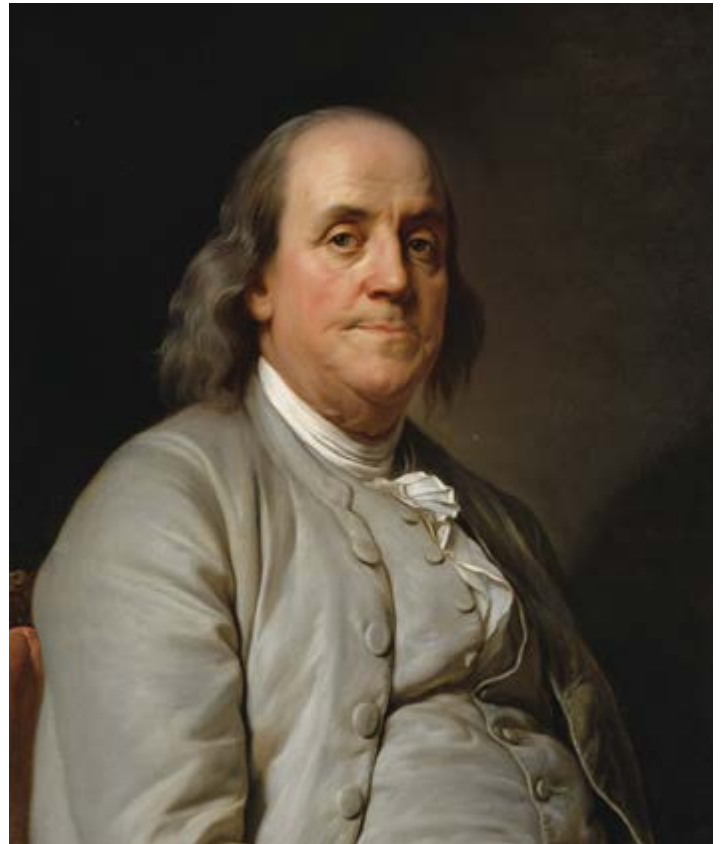
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James Logan



Benjamin Franklin

the best way to begin your visit. Of the next two figures whose careers molded the history of Philadelphia, one is well known and the other is not.

As William Penn's executive secretary, James Logan arrived in Philadelphia in December 1799, traveling with William, Hannah, and Letitia. With trilingual skill, he was just 25 and destined for an illustrious career in the colony.

Supporting proprietary rights in the growing colony, he became a major landowner. The young Logan advanced through several political offices including commissioner of property, receiver general, clerk, and member of the provincial council. In 1722 he was elected mayor of Philadelphia. He later served as the colony's chief justice and in the absence of a governor of Pennsylvania, he became the acting governor for two years.

Engaging in several businesses, including fur trading, he became one of the wealthiest men in the colony. As an academician, he wrote numerous scholarly papers published by the American Philosophical Society, which today is the

oldest continuously operating publisher in the U.S. and still located in the city's historic quarter. As a natural scientist in the emerging field of botany, he tutored John Bartram in Latin.

Logan eventually became the chief justice of the Pennsylvania Supreme Court, but he may have been best known, at least in Philadelphia, as the "chief bibliophile." He had a personal library of over 3,000 volumes, which may have been the largest and best collection of classical books in America at that time.

A mutual love of books, science, and scholarship led Logan into Benjamin Franklin's "Junto," a group of leading Philadelphians who met weekly to discuss political and scholarly issues. Logan became a mentor to Franklin, 32 years his junior. The Junto in 1731 under Franklin's guidance established a subscription library for which members paid an annual fee for use. Since Franklin and the other members placed a high regard on Logan's knowledge of fine books, they asked him to select the first 43 titles for the Library Company of Philadelphia. Logan contin-

ued to build the LCP's collection even as he added to his own library. Upon his death in 1751, the Loganian Library's 3,953 volumes were merged into the LCP.

Now, nearly 300 years later, the library, located at 1314 Locust Street, has one of the most valuable collections of manuscripts, rare books, and printed materials in the United States.

James Logan built a home that reflected his academic, financial, and political success. Completed in 1730, Stenton, named for his father's Scottish birthplace, was built on 511 acres in Readington Township, New Jersey. An outstanding example of early American Georgian architecture, Stenton was designated a National Historic Landmark in 1965.

Several members of the Junto in 1743 founded the Philosophical Society for the purpose of encouraging discourse by scholars from around the world. The society's zeal waned in three years but was revived in 1768 when it merged with the American Society for Promoting Useful Knowledge to be called the American Philosophical Society Held at Philadel-

phia for Promoting Useful Knowledge.

The founding members were Benjamin Franklin, James Alexander, Francis Hopkinson, John Bartram, Philip Syng, Jr. and others. Some of the early members included George Washington, John Adams, Thomas Jefferson, Alexander Hamilton, James Madison, Thomas Paine, and John Marshall. Today, the society has nearly 1000 members whose election to the American Philosophical Society is considered a singular honor in their vitae.

Designed by Samuel Vaughan in the Federal style, Philosophical Hall at 104 South Fifth Street was completed in 1789 to house the society. In 2001 the Hall was opened to the public as The American Philosophical Society Museum to host revolving exhibitions. The museum presents exhibitions of rare books and manuscripts, natural history specimens, scientific instruments, and works of art. Go to amphilsoc.org for current offerings and times/dates.

Benjamin Franklin (1706–1790) was a polymath, perhaps without peer in 18th century America. Historians enjoy using whole paragraphs listing his skills, professions, and areas of expertise. Years before his death, he had been proclaimed one of the Founding Fathers of the United States. As you explore Philadelphia, you will find his imprint everywhere. He was a scientist, inventor, printer, a leading writer of the time, political philosopher, politician, civic activist, Freemason, postmaster, statesman, and diplomat.

He was not a native Philadelphian. Born on Milk Street in Boston, Benjamin was one of 17 children born to Josiah Franklin, and one of 10 born by Josiah's second wife, Abiah Folger. His parents could afford only two years at Boston Latin School for him, but he read voraciously to become one of the best educated of his time. At 10, he was apprenticed to his brother James, a printer. When Ben was 15, James became almost by default the editor of *The New-England Courant* which he was able to produce in his print shop. It was the first truly independent newspaper in the colonies. When James was jailed for three weeks in 1722 for criticizing the

governor in print, Benjamin took over the paper and ran his own satirical letters under the pseudonym "Silence Dogood," creating quite an uproar in Boston.

At 17 he left his apprenticeship without permission and ran away to Philadelphia. After working in several print shops, Governor Sir William Keith convinced him to go to London to acquire equipment to establish another newspaper in Philadelphia. After the deal fell through, Ben worked in a printer's shop long

enough to earn passage back to Philadelphia where he immediately found work.

By 1829 Franklin at 23 had become a successful printer and editor of the *Pennsylvania Gazette*. As a publisher, he became wealthy producing the annual *Poor Richard's Almanack*, most of which he authored under the pseudonym "Richard Saunders."

In 1730 Franklin was initiated into the Masonic lodge in Philadelphia. He became a grand master in 1734, another indicator of his rapid rise to prominence in

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Pennsylvania. In that year, he published the first Masonic book printed in North America. He continued as a Freemason for the remainder of his life.

After serving as Philadelphia's postmaster for many years, he was promoted to deputy postmaster-general for the British colonies in 1753, a position that gave him the authority to establish the first National communications network. Then, during the revolution, he became the first United States postmaster general.

Historian H. W. Brands called Franklin "The First American" for his early and persistent campaign for colonial unity. Franklin led the efforts to have the Stamp Act repealed, preserving unencumbered journalism. Widely admired by the French as the first colonial minister to Paris, he became a strong, positive influence that was vital during the American Revolution in securing military supplies from France.

His connections in the American Philosophical Society and the Library Company assisted him in moving fluidly among those prominent in community affairs, colonial and state politics, and national and international affairs. From 1785 to 1788, he served as the governor of Pennsylvania.

Franklin's accomplishments are far too numerous to discuss individually in this story. Elementary school children learn about Franklin's discoveries and theories about electricity through his experiments with flying a kite in a storm and the use of lightning rods. He invented bifocals and the Franklin stove, helping the

colonials see better and heat their homes more efficiently. He made his mark in the study of Atlantic Ocean currents (the Gulf Stream), wave theory of light, meteorology, traction kiting, refrigeration, oceanography, decision-making processes, and the design and construction of the glass harmonica for which Mozart, Beethoven, and Donizetti wrote compositions. A few years ago we enjoyed a concert of Mozart's compositions performed by an artist in period costume on the glass harmonica in Williamsburg's Bruton Parish Church.

His image is ubiquitous. You will find it on coins, printed money, busts, and statuary, the most famous of which is the Benjamin Franklin National Memorial, a colossal statue of marble located in the rotunda of The Franklin Institute at 222 N. 20th Street in Philadelphia.

Unfortunately, Benjamin Franklin's home in Philadelphia no longer exists, although archaeologists have identified the brick floor of the kitchen which can be viewed from street level through protected transparent covers.

You can visit several buildings in Philadelphia that he frequented: Independence Hall, Carpenters Hall, and the American Philosophical Society, and walk the streets he walked. If you have the opportunity to visit London, be sure to see Franklin's home at 36 Craven Street. The British have preserved the house where he lived and worked for 16 years as our minister to England. The house dates from 1730.

Seeing and Appreciating Our History through an In-Depth Visit to Philadelphia

Today, we tend to think of America as a place where equality has *always* been highly valued. But in the mid-1700s, most people in Great Britain and the American colonies assumed that *inequality* was natural. The king stood at the top of the political and social hierarchy. He was the head of the Church of England. He was the ultimate source of authority in society. By using and wearing objects that bore royal symbols and images of the king, people from all levels of society revealed how widely shared this view of inequality actually was. The American Revolution would challenge assumptions about their king, hierarchy, and equality.*

Now, let's explore the historic quarter in Philadelphia. As a refresher course in American history to better appreciate the historic district surrounding us in Philadelphia, we spent two days in the **Museum of the American**

Revolution located at the corner of Third and Chestnut (101 S. Third St.). For directions on hours, admissions, and driving to and parking near the museum, go to amrevmuseum.org.

The museum opened on April 19, 2017, which was the 242nd anniversary of the first battles of the Revolutionary War at Lexington and Concord on April 19, 1775. The museum rises three stories from street level, encompassing 118,000 square feet, with 32,000 dedicated to exhibits, interpretative spaces, and theaters.

The interpretative exhibits include the use of thousands of objects in a collection ranging from weapons, manuscripts, rare books, textiles, artwork, and sculpture. The self-guided journey through the museum begins with the roots of the conflict.

Britain's 1763 victory (1754–1763) in the French and Indian War (also called the Seven Years' War) brought turmoil rather than peace. The American colonists raised troops and funds to help win that war which, as British citizens, was in



their interest to do so. After proving their ability to defend themselves, they soon took the position that taxes should only be imposed through their own elected

* From a plaque in an opening display at the Museum of the American Revolution.

legislatures. From the royalist government's position, the king demanded taxes for the administration of the empire. With a decade to fester, a collision course was inevitable.

In March 1765 Parliament passed the Stamp Act, imposing a direct tax on printed materials including newspapers to help pay for the war. The act triggered rage and indignation in all 13 colonies. The Quartering Act the same year required the colonies to provide barracks to house British soldiers.

Parliament tried to assert its authority again with the Townshend Acts in 1767, a tax on goods the Americans imported from Great Britain. The colonists struck back with organized boycotts on the goods that were being taxed.

In 1768 the British Army sent regiments to protect customs officials in Boston. Americans saw this as an occupation. On March 5, 1770, a crowd attacked a British guard. Five soldiers and an officer defended him. Someone yelled "fire," and what happened next soon became known as "The Boston Massacre."

The Boston Tea Party followed in December 1773 and that resulted in Britain applying the "Intolerable Acts" (the Coercive Acts in Britain) taking away self-governance and rights that Massachusetts had enjoyed since its founding.

To organize colonial resistance to Parliament's Coercive Acts, delegates from each of the 13 colonies except Georgia met as the First Continental Congress in Philadelphia on September 5, 1774, in Carpenters' Hall (at right). The meeting was attended



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The Pennsylvania State House (above) became the seat of government for the Second Continental Congress which first convened on May 10, 1775. Peyton Randolph was elected to serve as the first president and was succeeded by Thomas Jefferson. The congress met in the room shown below. After the signing of the Declaration of Independence, the State House became known as Independence Hall.

by George Washington and John Adams. The Congress issued a Declaration of Rights, affirming its loyalty to the British Crown but disputing the British Parliament's right to tax it. It also called on the colonies to stop importing goods from the British Isles beginning on December 1, 1774, if the Coercive Acts were not repealed. Should Britain fail to redress the colonists' grievances in a timely manner, the Congress declared it would reconvene on May 10, 1775, and the colonies would cease to export goods to Britain on September 10, 1775. After these declarations, the First Continental Congress disbanded on October 26, 1774.

With disregard for the declarations by the First Continental Congress, British General Thomas Gage led a force of British soldiers from Boston to Lexington on April 19, 1775, where he planned to capture colonial radical leaders Sam Adams and John Hancock, and then advance to Concord to seize gunpowder in the armory. American spies discovered the plan and, with the help of riders like Paul Revere, spread the word to be ready for the British. The confrontation happened on the Lexington Common where 77 American militiamen began shooting at the British force. Seven Americans died but other militiamen stopped the British at Concord and harassed them all the way back to Boston. The British lost 73 killed, 174 wounded, and 26 missing in action. It was the beginning of America's war of independence.

Only 21 days later, the Second Continental Congress convened on May 10, 1775, in the Assembly Room of the Pennsylvania State House, which later became known as Independence Hall. Peyton Randolph of Virginia was elected to serve as President of the Congress. Notable new members included Benjamin Franklin and John Hancock of Massachusetts. Randolph was summoned back to Virginia to preside over the House of Burgesses. Hancock replaced him as president and Thomas Jefferson replaced Randolph as Virginia's representative. Georgia endorsed the Congress in July 1775 and adopted the continental ban of trade with Britain.



The Congress commissioned George Washington as commander-in-chief on June 15, 1775. In a speech given to the Continental Congress on June 16, Washington accepted the commission and requested that he not receive a salary for his service, only that his expenses be paid at the conclusion of the war.

The British naval bombardment and burning of the coastal towns of Falmouth, Massachusetts and Norfolk, Virginia in October 1775 and January 1776 helped to unify the colonies. The museum's exhibits take visitors through the timeline of the war with separate galleries, exhibits, and theaters focusing on specific areas and topics.

Walk into an experience on the streets of New York in 1776 when demonstrators pulled down the equestrian statue of George III. Stand beneath the branches and lanterns of a reproduction of the Boston Liberty Tree where the Sons of Liberty ignited the fervor of the public to resist the British troops. Listen to the decision-making processes of the delegates as they debated the break with England in Independence Gallery. In a permanent program in the Alan B. Miller Theater, visitors follow General Washington's battles through seven years of war. At the end of the movie, the screen rises to reveal a climate-controlled room housing the iconic surviving artifact of the American Revolution: **Washington's War Tent**, that served as both his office and sleeping quarters throughout most of the war. Hearing the breathtaking responses of the audience was priceless.



An icon of American history, the Liberty Bell today is located in the Liberty Bell Center in the Independence National Historical Park. The bell was commissioned in 1752 by the Pennsylvania Provincial Assembly for manufacture by the London firm

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The first post office in Philadelphia is still in operation at the same location where Benjamin Franklin served as postmaster. ♦ The first adhesive stamps to go on sale in the U.S. were the ten cent George Washington and the five cent Benjamin Franklin. ♦ Historians have established Betsy Ross lived in the house on Arch Street from 1776 to 1779 when she made the first 13-star flag for the colonial union of states.

of Lester and Pack. It was originally cast with the lettering “Proclaim LIBERTY Throughout all the Land unto all the Inhabitants Thereof.” The bell first cracked when rung after its arrival in Philadelphia and was twice recast by workmen John Pass and John Stow. The 2,080-pound bell was located in the tower of the State House and used to summon lawmakers to legislative sessions. The bell would not have been rung on July 4, 1776 since no announcement was made that day about Congress’s vote for independence. The bells were rung on July 8 at the reading of the Declaration of Independence, and most historians believe the Liberty Bell was rung at that time.



The bell acquired its distinctive crack early in the 19th century, possibly during the ringing after the death of Chief Justice John Marshall in 1835. A story reported in an 1846 article in *The Public Ledger*, a Philadelphia newspaper, claimed the bell rang its last clear note on Washington’s birthday. A larger crack appeared and the bell was silenced forever. It was moved to its present location in 2003.

A visit to the historic quarter would not be complete without mailing a letter from the Benjamin Franklin Post Office at 315 Market Street. As the man who organized America’s first public postal service and served as the first postmaster-general of the United States, Franklin along with Washington appeared on America’s first postage stamps.

We also appreciated a stop at the Signers Garden, Monument, and Plaque honoring the 56 men who risked their lives to sign the Declaration of Independence. Five were captured by the British as traitors and tortured before they died. Nine of the signers fought and died from wounds in battle. Two lost sons in the war and two more had sons captured. Twelve of the signers had their homes looted or destroyed. All were men of means, well educated: 24 were lawyers and jurists, 11 were merchants, and nine were farmers and plantation owners. See 68B in the digital edition of *RIS* to read the full story: “The Price They Paid.” See 69A for more pictures on Valley Forge.

The Betsy Ross House at 239 Arch

Street is over 275 years old. The front portion was built around 1740. The stair hall (or piazza) and the rear section were added approximately 20 years later. The front room on the first floor was used as a workshop and showroom. During the mid- to late-1700s, the house was occupied by a shoemaker, a shopkeeper, an apothecary and, most famously, an upholsterer. It is believed that Betsy Ross (1752–1836) lived there from 1776 to 1779.

She was born as Elizabeth Griscom on January 1, 1752, into a Quaker family, the eighth child of 17 children. Apprenticed to a well-known upholsterer, Betsy met another apprentice, John Ross, the son of the assistant rector at Christ Church. Much to her parents’ disappointment, she married Ross when she was 21. They started their own upholstery business which proved to be very successful. Ross was a member of the Pennsylvania Militia, and sadly he passed away after the couple had been married only three years. At 24 Betsy became a widow, but continued to run the business. It was that summer that George Washington and Robert Morris came to her shop and asked her to make the first American flag for the colonies. Their design required a six-point star, but Ross showed them how to make a five-point star with just two snips of her scissors. They agreed and the rest is history. By 1876, the building was recognized as the place where Ross lived when she made the first American flag, based on a request by George Washington. See page 68A.

A Visit to Valley Forge

From December 19, 1777 to June 19, 1778, the Continental Army spent a bitter winter at Valley Forge, 18 miles from Philadelphia, after suffering significant injuries at the Battle of Brandywine on September 11, 1777, at the hands of British troops led by General William Howe. After several engagements, Howe was able to occupy Philadelphia.

The winter at Valley Forge was a time of great suffering related to injuries, illnesses, and the lack of clothing, food, and general supplies. However, the shared hardships by 12,000 officers and soldiers, combined with the professional military training program administered by Baron Friedrich von Steuben are considered by historians to be the key to the battle successes of the Continental Army. Valley Forge marked a turning point in the Revolutionary War.

The restoration of the colonial home used by Washington as his headquarters during the encampment was completed in 2009. At the same time, the old Valley Forge train station was restored for use as an information center from which guided tours can be booked. Several Muhlenburg Brigade Huts near Washington’s home and headquarters were occupied by the Commander-in-Chief’s Guards, an elite security force created to protect Washington, his family, and his equipment, supplies, and papers. Washington required each “life guard” to be a native born American, assuming such men would be loyal. This tradition continues today in the form of the Third U.S. Infantry, a unit that stands guard at the Tomb of the Unknown Soldier in Arlington.

Valley Forge was established in 1893 as Pennsylvania’s first

state park by the Valley Forge Park Commission. In 1961 the 3,500-acre park was designated a U.S. National Historic Landmark and then listed in the initial National Register of Historic Places in 1966. The state of Pennsylvania in 1976 gave the park as a gift to the nation for the Bicentennial. Congress reciprocated and passed a law signed by President Gerald Ford on July 4, 1776, authorizing the addition of Valley Forge National Historical Park as the 283rd unit of the National Park System.

The National Memorial Arch located in the southern portion of the park is dedicated “to the officers and private soldiers of the Continental Army, December 19, 1777–June 19, 1778.” Throughout the park’s 26 miles of hiking, biking, and jogging trails, visitors will encounter monuments erected to honor those who served at Valley Forge from their respective states. Three picnic areas are located in the park. See page 69A.

Plan your visit at the Virtual Visitor Center located at nps.gov/vafo/index.htm. Entrance is free. Hours: 7 a.m. to sunset.



The National Memorial Arch



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The Signer

Certain rare moments change the course of history. Within a mere eleven years two such moments, the signing of the Declaration of Independence and the signing of the Constitution of the United States, occurred in Independence Hall, just a few steps away from this sculpture. It commemorates the courage of those who altered their lives, and ours, by affixing their names to these documents.

Times and Admissions for Philadelphia Venues

Longwood Gardens, 1001 Longwood Road, Kennett Square, PA 19348
 Times: Sun–Thu, 10–6; Fri–Sat, 10–9; closed Tuesday.
 Admission: adult, \$25; senior (62+), \$22; youth (5–18), \$13. Timed tickets required. Buy online.
 See longwoodgardens.org for more information before you plan your visit.

Winterthur, 5105 Kennett Pike (Rt. 52), Winterthur, DE 19735
 Times: Spr/Sum/Fall, Tue–Sun, 10–5. Yuletide, Mon–Sun, 10–5:30.
 Admission: adult, \$20; senior & student, \$18; child, \$6. Timed tours. Buy online.
 See winterthur.org for more information before you plan your visit.

To visit the **Museum of the American Revolution**, it is best to purchase tickets in advance online (amrevmuseum.org) or by phone (215-253-6731). Currently, the museum is open Thursday–Sunday, 10–5. Visit the website for hours during peak season. Admission: adults, \$21; seniors (65+), \$18; youth (6–17), \$13; students with ID, \$18.

After you finish a day in the Museum of the American Revolution, you will find the famed **City Tavern** at the corner of 2nd and Walnut, a five-minute walk. The following timeline is impressive. In 1772–73, a group of prominent citizens commissioned the building of City Tavern, described as “a large and commodious tavern” worthy of Philadelphia’s standing as the most prosperous city in the colonies. City Tavern opened for business in December 1773.

It was the unofficial meeting place of the delegates before and after sessions of the first Continental Congress in nearby Carpenters’ Hall. On July 4, 1777, America’s first Fourth of July celebration was held at City Tavern. Gen. Washington and his officers stayed there from August 3–5, 1777. After the signing of the Constitution on September 17, 1787, the delegates adjourned to City Tavern for a farewell dinner.

City Tavern suffered heavy damage in March 1834 from a roof fire. The surviving structure was razed in 1854. When Congress authorized the Independence National Historical Park in 1948, a site was allotted for a historically accurate replication of the original City Tavern. In 1976 the newly rebuilt City Tavern opened in time for the U.S. Bicentennial celebration. See citytavern.com for a menu and reservations.

A visit to **Pennsbury Manor** will take a half day. It is open Tuesday–Saturday 9–5, and Sunday 12–5. The admission includes entrance to the exhibit, the “William Penn: Seed of a Nation” video, and a guided tour of the Manor House and Kitchen House. Self-guided tours do not include the Manor House. For tour times March 1–October 1 and November 1–December 31, see pennsburymanor.org. Pennsbury Manor is closed January 1–February 28, but guided tours are available by appointment (215-946-0400). Admissions: adults (12+), \$9; seniors (65+), \$7; youth (3–11), \$5.

Washington Square is a must-see site for those immersed in the history of the Revolutionary War. William Penn’s surveyor designated it as Southeast Square in 1682. The National Park Service took ownership and management of Washington Square and made it part of Independence National Historical Park. While it has been used in many different ways over the last 330+ years, it is now the site of the “Tomb of the Unknown Revolutionary War Soldier.” Designed by architect G. Edwin Brumbaugh, the monument includes a bronze cast of Houdon’s statue of George Washington as its centerpiece.

When you visit Philadelphia in 2021, you may be able to visit the **U.S. Mint** after it reopens for tours. The tours are free and have in the past operated from 9–4:30. Call 215-408-0112 for updates on reopening. You can do a virtual tour at usmint.gov.

The **Penn Museum**, 3260 South St., is the largest university museum in the U.S. With over one million objects in its collections that span 10,000 years, you can see much of the world under one roof. Admission and hours: Adult, \$18; senior, \$16; child, \$13; under 6, free. 10 a.m. to 12 p.m. Buy tickets online at penn.museum.

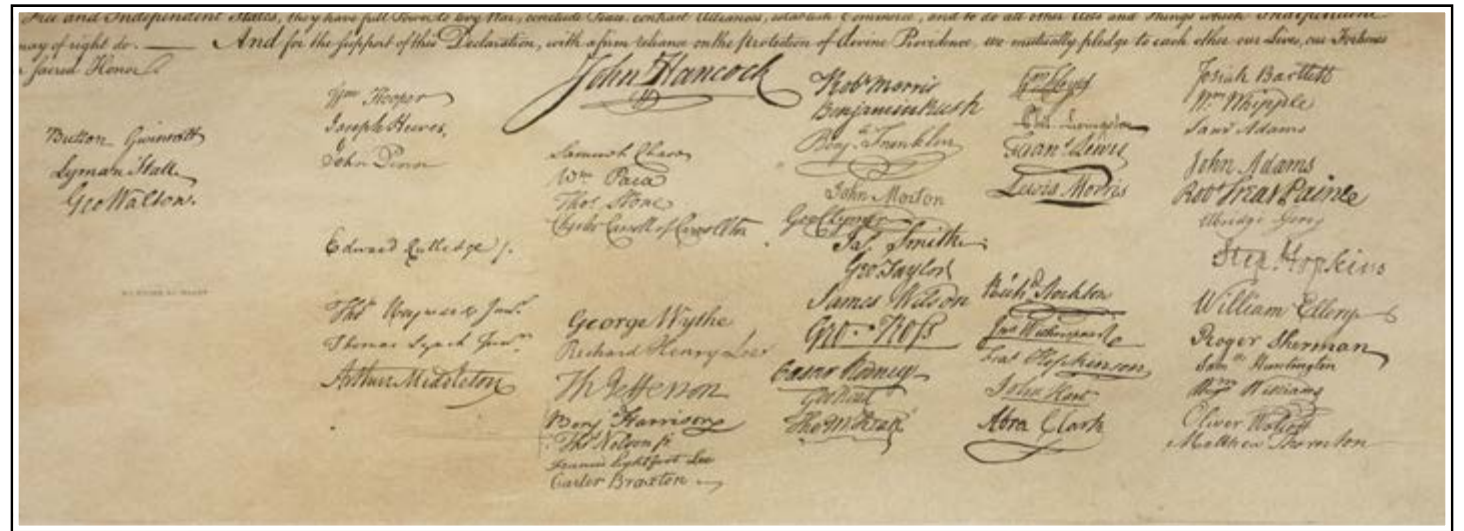
The **Philadelphia Museum of Art** at 2600 Benjamin Franklin Parkway houses vast collections that include the Renaissance, impressionistic art, and different periods of American art. Hours vary each day, closed on Monday and Tuesday. On Wednesdays, pay what you wish. Timed tickets are offered Thursday–Sunday. Adults, \$25; seniors, \$23; students, \$14. See philamuseum.org for more information.

Christ Church at 20 N. American Street first welcomed worshipers in 1744. George Washington and Benjamin and Deborah Franklin were among the first Americans who sat in the pews. Benjamin and Deborah are buried a few blocks away at the church’s burial ground at 5th and Arch Streets.

The 1895 Commodities Exchange has been transformed into the **Bourse Food Hall** at 111 S. Independence Mall East. When you are touring the historic district on foot, this is the place to grab lunch.

Camping Near Philadelphia

We selected Philadelphia/West Chester KOA at 1659 Embreeville Rd., Coatesville, PA 19320, because it was near an E-W train station, Longwood Gardens, and Winterthur. Make your reservation by phone (610-486-0447) and ask for site 54 (back-in for 40-ft coach) or deluxe sites 80–83. The KOA offers a narrated full-day tour including Valley Forge for \$75. Use the train each day to visit individual attractions downtown.



THE 56 SIGNATURES ON THE DECLARATION OF INDEPENDENCE

The Price They Paid

Have you ever wondered what happened to the 56 men who signed the Declaration of Independence? What fates befell them for daring to put their names to that document?

Five signers were captured by the British as traitors and tortured before they died. Twelve had their homes ransacked and burned. Two lost their sons serving in the Revolutionary Army, another had two sons captured. Nine of the 56 fought and died from wounds or hardships of the Revolutionary War.

When they signed the Declaration of Independence, they pledged their lives, their fortunes, and their sacred honor. What kind of men were they?

Twenty-four were lawyers and jurists. Eleven were merchants. Nine were farmers and large plantation owners, men of means, well educated. But they signed the Declaration of Independence knowing full well that the penalty would be death if they were captured.

Thomas McKean was so hounded by the British that he was forced to move his family almost constantly. He served in the Congress without pay, and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.

At the battle of Yorktown, Thomas Nelson, Jr., noted that the British General Cornwallis had taken over the Nelson home for his headquarters. He quietly urged

General George Washington to open fire. The home was destroyed, and Nelson died bankrupt.

Carter Braxton of Virginia, a wealthy planter and trader, saw his ships swept from the seas by the British Navy. He sold his home and properties to pay his debts, and died in rags.

Vandals or soldiers looted the properties of Ellery, Hall, Clymer, Walton, Gwinnett, Heyward, Rutledge, and Middleton.

Francis Lewis had his home and properties destroyed. The enemy jailed his wife, and she died soon after.

John Hart was driven from his wife’s bedside as she was dying. Their 13 children fled for their lives. His fields and his gristmill were laid to waste. For more than a year, he lived in forests and caves, returning home to find his wife dead and his children vanished. A few weeks later, he died from exhaustion and a broken heart. Robert Morris and Philip Livingston suffered similar fates.

Such were the stories and sacrifices of the American Revolution. These were not wild-eyed, rabble-rousing ruffians. They were soft-spoken men of means and education. They had security, but they valued liberty more.

They pledged: “For the support of this declaration, with firm reliance on the protection of the divine providence, we mutually pledge to each other, our lives, our fortunes, and our sacred honor.”



Washington's headquarters at Valley Forge.



The general's situation room where he met with his officers.



Washington's second floor bedroom and personal study.



The Muhlenburg Brigade Huts.

“Valley Forge is a manufacturing place, and there is a constant hum of machinery from the paper, flour, and woolen mills. The neat little houses of the factory hands are gay with flowers and vines, while the handsome residence of the mill-owner towers castle-like above them. Past all these dwellings, at the end of the street, stands the old-fashioned stone edifice hallowed by Washington's presence.”

—*Harper's New Monthly Magazine*

Valley Forge recovered from the devastation of the encampment during the Winter of 1777–78, and grew into a busy manufacturing community. Wharves at the foot of Valley Creek enabled the loading of products onto the new canal. A railroad built in the 1840s provided even faster transportation to Philadelphia. As industry moved to the cities in the late 1800s, the village declined. After the state of Pennsylvania established a park at Valley Forge in 1893, most buildings that post-dated the encampment were demolished, creating a park landscape that, while beautiful, obscures many layers of history.

Valley Forge became a popular place for patriotic outings and rallies as early as the 1820s. The 1877 centennial celebration of the encampment attracted 40,000 people and was essential to building public support for the restoration and preservation of Washington's Headquarters. The event was reported in newspapers and illustrated in *Harper's Weekly*.

The Muhlenburg Brigade Huts on a hillock behind Washington's headquarters were occupied by the Commander-in-Chief's Guards, an elite security force created to protect Washington, his family, and his equipment, supplies, and papers.



The Commander-in-Chief's elite guards in front of the brigade huts.

Longwood Gardens—A 300-year History of Botanical Beauty

Now encompassing over 1,077 acres of woodlands, gardens, conservatories, and meadows, Longwood Gardens claims a rich history going back to 1700 when George Peirce, a Quaker farmer, purchased 402 acres from William Penn's land agents. George's son, Joshua, cleared and farmed the land. In 1730 he built a fine brick farmhouse that is still in use today.

Joshua's twin grandsons inherited the farm in 1798 and pursued their interest in natural history by building an arboretum that kept expanding until it covered 15 acres.

Succeeded by another generation of Pierces, the arboretum by 1850 could claim one of the finest collections of trees in the nation, which invited gatherings of

locals for community picnics and socials. By the late 1800s, the area had become widely known as Peirce's Park.

As the country slipped into the 20th century, the Peirce heirs lost interest in the property and allowed the arboretums to deteriorate. The land passed through several owners and finally into the hands of a lumber operator who planned to harvest all of the timber. The threat caught the attention of 36-year-old Pierre S. du Pont who purchased the farm simply to preserve the trees. Du Pont opened the garden to the public in 1921 and in 1937 created the Longwood Foundation to maintain and preserve the gardens in perpetuity.

In 2014, Longwood Gardens invited guests to its new Meadow Gardens, an

American landscape covering 86 acres showcasing native plantings and how we interact with our natural world. In the same expansion, the early 18th century Webb Farmhouse was restored to serve as an interpretive center.

The Peirce-du Pont House, ca. 1730, is the oldest building at Longwood Gardens. It served as the family homestead of five generations of the Peirce family until 1905 when it became the weekend residence of Pierre du Pont until his death in 1954. It is now open to the public every day and is included with general admission to the Gardens.

Today the same 1,077 acres offers a wide variety of outdoor gardens and 20 indoor gardens covering 4.5 acres of heat-

ed greenhouses. The Conservatory contains 4,600 different types of plants and trees, as well as fountains. The Gardens attract over 1.6 million visitors every year. In 2019 the foundation spent \$90 million to expand and enhance the performance of the fountains and audio systems. A plan was announced in January 2020 to spend \$200 million on a new conservatory and greenhouse.

The performing arts at Longwood have offered a wide selection of musical entertainment for over a hundred years. The 1,500-seat Open Air Theatre marked its 100th anniversary in 2014 with over 1,500 performances including musicals, pageants, choruses, and bands. The Longwood 10,010 pipe organ, first played in 1916, requires a 72-hp blower motor to

supply the wind pressure. A full restoration was completed in January 2011. The organ music is often coordinated with the fountain performances. In 1929, du Pont had a Chicago company build the 61-foot stone Chimes Tower with 25 tubular chimes installed in the towers upper chamber. He placed a switch in his house to allow him to activate the chimes whenever he wished. The tubular chimes were replaced by an electronic carillon in 1956. Visitors now enjoy a 62-bell caril-

lon designed and built in the Netherlands and installed at Longwood in 2001. You will hear the carillon often as you are visiting the conservatories.

Many who visit Longwood Gardens are expecting to view just gardens. Longwood is far more, especially with the musical fountain performances on Friday and Saturday evenings. Be sure to check longwoodgardens.org for special performances through the year as well as changes in times and schedules.



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Winterthur Mansion and Gardens

Nestled in the rolling hills of the historic Brandywine Valley where in 1777 General George Washington faced British troops in the largest land battle of the Revolutionary War, Winterthur holds forth as it has for generations, a grand estate like few others in North America. It encompasses an unrivaled museum of American decorative arts, magnificent natural gardens, and a superlative research library. Winterthur reflects the interests and visions of collector and horticulturist Henry Francis du Pont.

The story really begins four generations before Henry Francis, when his great-great-grandfather, Pierre Samuel du Pont de Nemours and his family departed post-Revolutionary France for America. The du Pont family would eventually leave an indelible mark on the Brandywine Valley.

In 1802 Pierre Samuel's younger son, Eleuthère Irénée, founded a gunpowder factory along the banks of the Brandywine Creek. In addition to being a chemist, Irénée was also a farmer and a botanist. He built the first du Pont family home in the Valley, Eleutherian Mills, adjacent to his business. He planted orchards, extensive gardens, farmed, and increased the size of his estate, leaving behind an industrial company that bore his name—E. I. du Pont de Nemours & Co.—but also a family tradition of agriculture, horticulture, and preservation.

Irénée's daughter, Evelina, married Jacques Antoine Bidermann, who invested in his father-in-law's company. The couple in 1837 purchased 450 acres from Irénée's estate and built a 12-room Greek Revival house, giving it the name Winterthur in honor of Antoine's ancestral home in Switzerland. Thirty years later, Evelina's son, James, inherited Winterthur and sold the estate to Evelina's brother, General Henry du Pont.

Henry gifted Winterthur to his son, Colonel Henry Algernon du Pont, who married Pauline Foster in 1874. The colonel increased the size of the house and continued the family's farm and garden tradition. A recipient during the



The Winterthur Mansion showing the light-filled solarium where Henry Francis du Pont kept plants and flowers year round. ♦ The Chinese Parlor featured Chinese-themed wallpaper and American Chippendale furniture. Ruth Wales du Pont, H.F.'s wife, was an accomplished pianist and often entertained when family and friends gathered here for cocktails before dinner. ♦ Henry Francis decided on everything in the selection of furniture, silver, decorative pieces, and china in their home. The host had access to 68 sets of dinnerware. The furniture is 1930's Federal Style. The painting of George Washington and other Founding Fathers is by Gilbert Stuart.

High chest

Seth Pancoast (1718-1791)
 Marple Township, Pennsylvania; 1766
 Maple, tulip-poplar, chestnut, and brass
 Inscribed in the pediment:
 "Seth Pancoast/1766"



Civil War of the Congressional Medal of Honor, he instilled in his children a deep sense of civic responsibility.

Henry Francis and his sister, Louise, were born to Henry Algernon and Pauline. H.F., as he was known, studied horticulture at Harvard and in 1903, a year after his mother's death, assumed the duties of managing the estate at Winterthur. In 1916 H.F. married Ruth Wales and they had two daughters.

By 1925 the estate included farms, extensive flower gardens with greenhouses, a golf course, railroad station, and post office. When the colonel died in 1926 at age 88, H.F. inherited the properties. During the next 43 years he further developed the farmland and raised a prize-winning dairy herd of Holstein-Friesian. He added a wing to the house to display his collection of American antiques.

Henry Francis in 1951 opened his home to the public. He built a smaller house nearby, which became the Museum Store on Clenny Run after their death.



Small pavilions, each architecturally unique, are located throughout the estate on riding and hiking trails to provide rest stops for hikers and riders.



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Wayne Williams and Bob Tiffin, editors

As editors of “Tiffin Tech Talk,” Wayne and Bob invite your questions. They will seek the help of a platoon of experts and specialists in the Tiffin Service Center who field owners’ questions 10 hours a day Monday through Friday.

Please use the enclosed postcard and send Wayne and Bob 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:

The Tiffin Tech Talk Team
 Roughing It Smoothly
 PO Box 1150
 Monroe, GA 30656-1150

Wayne and Bob 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 Wayne and Bob . . .

Entry Lights Don’t Come On When Door is Opened

I have a 2016 Allegro Bus 45OP. Recently the entry lights stopped coming on when the entry door is opened. I’ve inspected the buttons on the entry door hinge side jam, but they look okay. The remote door lock works and the steps retract and ex-

tend when the entry door is opened and closed. It seems as if there is a relay someplace that has stopped working. Can you tell me where to look or what to check to solve this problem?

Bill Miller, Mansfield, Tennessee

Dear Bill,

There are two places to look.

1. Look at connector #15 at the G6 house panel in the rear of the unit in position 15-4.



2. The connection at the bottom of the entry door may have come loose. You can trace the (two) gray wires from the bottom of the entry door towards the rear of the coach to where it connects to the yellow ENTRY DOOR SIGNAL wire.

Need Suggestions for Repair Glue and Advice on Tire Replacement

I wrote last year about repairing a “bow” on the front cap edge of my Open Road coach in front of the driver’s door. You responded that I should re-glue it after thoroughly cleaning and sanding the repair. Do you have any suggestions on what kind of glue to use? Do you have a source for 8-foot C clamps? Seriously, since your response, I have several clamping plans that are dependent on drying time. As an old boater, one glue I thought of was 5200. It comes in both slow and fast drying times. Any ideas would be most appreciated.

New subject: The dreaded time to buy new tires for my Open Road is here. After spending some time on the internet, it seemed to me that my 225/QOR22.5 tires were in short supply. Would it be possible to go to wider 305/ or 355/ tires? Any pros or cons? I read your column first thing and your responses are great! Keep up the good, helpful work.

Harold Witsman, Fort Walton Beach, Florida

Dear Harold,

We use a Sikafast 3131 adhesive and you will need to use a lib-

eral portion of it. I recommend going back with the same size tire even though they are sometimes hard to locate due to the production schedules at Michelin. A larger tire is sometimes an option but not usually a wider tire. A slightly taller tire usually has plenty of clearance but wider tires seem to cause more of an issue. I definitely wouldn't go with the 355.

Water Heater Won't Function in Gas Mode

The hot water heater in my 2007 Allegro Bay 37DB was set on gas mode when we ran out of water in a sink with the 12v demand water pump. After filling the fresh water tank and running the air out of the lines, the gas mode would not ignite. The electric (120v) mode operated A-okay with a city water hookup at a new campground.

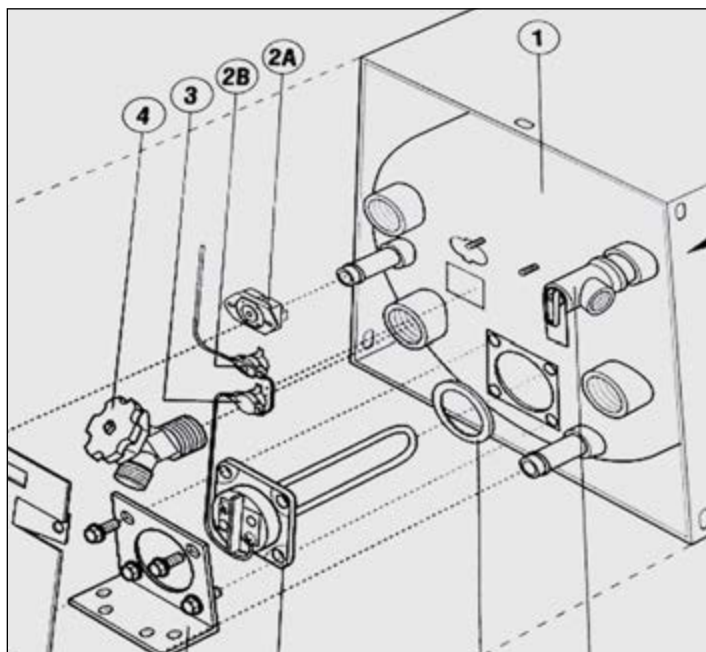
The slides and leveling jacks worked after resetting the switch on the Xantrex. The fuse in the bedroom circuit panel, marked "Hot Water," looked A-okay.

I hope there is a remedy for the gas mode other than replacement of the entire water heater. Thanks.

Donald R. Wall, Algonquin, Illinois

Dear Donald,

If the water heater is an Atwood, the high-limit thermostat may have burned out. If the water heater is a Suburban, there are two black reset buttons on the water heater that need to be checked to see if one is tripped.



The thermostats should look similar to the ones in the picture labeled 2B and 3 (above). With the power off to the water heater, do a continuity test between the tabs coming in and going out of the thermostats to verify they have continuity. Both

should have continuity if they are good. They are fairly easy to replace if they are bad. For the gas valve to open, the wires going to it must be tight and intact. All wire connections related to the water heater need to be checked.

Your water heater should be repairable, but it may need to be checked out by a service person familiar with the specific water heater in your coach. You can also do a Google search for your water heater's service manual which will assist in troubleshooting the issue.

Rough Shifting, Occasionally Won't Go Into Gear

I have a 2012 Phaeton 40QBH on a Freightliner chassis with almost 70,000 miles. I purchased it three years ago as a second owner when it had 39,000 miles. I pride myself on preventative maintenance, but have noticed rough shifting and sometimes it will not go into gear when starting the day. I have had all the filters and the fluids changed, and it seems better. I do not see a way that it could have notified me that service was needed.

John Jerman, Colleyville, Texas

Dear John,

The 3000 Series transmission in your coach is equipped with "Allison Prognostics." Prognostics constantly monitors the health of your transmission, including fluid and filters. If the transmission had detected the fluid or filters in your transmission needed replacement, the "wrench" icon on the transmission shift pad should have illuminated. Under normal circumstances the wrench icon illuminates briefly when the ignition key is turned on and then goes out. If the wrench icon remains on steady, or flashes, this indicates there is a service issue relating to clutch, fluid, or filter life. If the rough shifting returns, you should have the transmission checked by your nearest Allison Transmission distributor location.

Problems With Door and Roof Awnings

I have two questions in regard to my 2015 Allegro Bus 45LP. The first question is about the LED lights in the door awning. Three of the lights are not working. Where can a replacement be obtained and how is it installed?

The second question is about the main roof awning. When the awning retracts, it stops when the hooks get to the housing on the roof. If I go onto the roof and lift up on it, it pulls into the housing. How should this be remedied?

Landis Rogers, Kingston, New Hampshire

Dear Landis,

The LED lights can be ordered from our parts department. To replace the lights, extend the awning and remove the slot covers on the ends of the LED strip. Remove old LED strip and clean the slot to remove any dirt. You will need to mark the length of the LED strip and cut the strip at the end. Cut between the four

vertical LED pads to adjust the length. Remove the release paper from the back of the strip and press it into the slot. Reconnect the wires to the harness and install the slot covers.

With the awning extended on the arms at the end on the roof, loosen the securing screws, push up on the arm, and retighten the securing screws. Doing this on each arm should help it pull back in when the motor retracts the awning.

We Like Our 2012 Breeze Paint Combination!

We read with interest the article on the new 2021 Allegro Breeze. BUT, we must tell you we are not fans of these predominately black exteriors. We have the 2012 Breeze with the Gold Coral exterior. You should hear how many comments we have received on how pretty that color combination is. Return to a Gold Coral exterior—away from a predominately black exterior and you might have us looking again.

Frederick Olsen
Lancaster, Virginia

Dear Frederick,
We are always looking at new paint combinations and marketing trends and making changes accordingly. I will send your input to our paint coordinator. We hope to see you in a new Breeze soon.

New Batteries Will Not Stay Charged

We bought brand new batteries last year for our 2016 Allegro Open Road 36LA. The batteries will not stay charged. Where can we find the charger on our coach? Also, I believe the inverter has gone bad. Where is it located?

Kenneth Blackstone
Blacksburg, South Carolina

Dear Kenneth,
The charger is part of the inverter; in other words the charger is built inside the inverter, but the “charger” has to have AC voltage (shore power or generator) to charge the battery bank. In your coach, the inverter/charger is in the front

basement compartment on the driver side. If the coach is plugged into shore and the batteries are not being charged, there could be something wrong with the charger. One thing to always remember: if the coach is NOT plugged to shore or if the generator is NOT exercised and the inverter is left ON, it will deplete the battery bank within six to eight hours.

Great Job, Tiffin!

Just wanted to say “Thank You.” We had a problem with our Allegro RED. Not only did Tiffin fix it, the service was amazing. Bob Tiffin took the time to get involved. We appreciate all you did. Great job, Tiffin!

Robert Booth
South Wales, New York

Dear Robert,
Thanks for taking the time to write. Hearing from owners we assist is encouraging.

Wind Noise in My Allegro Breeze

I drive a 2017 Allegro Breeze 31BR to monthly dog shows, and have an issue with a lot of wind noise coming into the RV when I’m driving. It is like driving with the window open! The door seems tight, so I cannot figure out how to stop this annoying noise from the door.

Diana Smiley
Santa Rosa, California

Dear Diana,
When you are standing in the stepwell, give the door a good solid pull to shut it. Make sure the door is connecting with the second catch. Then make sure the gasket is sealing completely. Make sure it is installed in a perfectly straight line. If this does not correct the problem, the entrance door should be checked by a certified technician at one of our dealerships.

Re: Sleep Number Bed Cell Losing Pressure (RIS 17:3)

I’d like to expand on your answer to the question previously asked about a cell losing pressure in a Sleep Number bed. We have a 2009 Tiffin Allegro Bus QXP on

the Tiffin Powerglide chassis, and we have a Sleep Number mattress. One cell in our bed lost air overnight in the not too distant past. Now to troubleshoot: Sleep Number mattress, air hose, or pump? First, I inflated the mattress to the prescribed number, disconnected the hose from the faulty cell, and capped the connector on the mattress with the soft plastic thimble-size cap provided by Sleep Number. No deflation in 24 hours. Point proved. To solidify the process, I switched the hoses, side for side, and the trouble followed the hose. The positioning of the pump and routing of the hoses limited the distance the mattress could be slid down, away from the headboard, for ease in making the bed. Two three-foot Sleep Number extension hoses were added and the connections were solid. We ordered a new pump and controls: problem resolved.

Marshall Buzzell
Lake Havasu City, Arizona

Dear Marshall,
Thanks for the additional input. It is always useful to add “live” experience to the possible solutions.

Ceiling Material Starting to Sag

We have a 2012 Phaeton 36QSH coach. I have recently noticed the ceiling material in the main part of the coach is beginning to sag between the decorative ceiling wood trim. When the ceiling material is pressed against the roof, it feels like the glue that held the material in place has failed. There is no indication of any water damage that may have caused this separation. The unit has always been housed in a garage when not in use.

From your experience, does this condition typically get worse over time? What is the fix for this problem?

Jay & Donavie McCue
Richland, Washington

Dear Jay & Donavie,
The ceiling is constructed with several panels joined by connectors. If you can loosen each panel without breaking it, you can reglue it with PL Premium adhesive.

Cut a sheet of 3/8-inch plywood in pieces that will fit the area you are gluing. After regluing, put the soft ceiling back into place and hold it there with the plywood pieces pressed up firmly against the ceiling with 2 x 4s for few hours so it will adhere.

Our Phone Will Not Pair with the Kenwood Radio in Our Coach

We have a 2019 Allegro Open Road, and have the same problem that Arcenio Baez of New York asked about in *Roughing It Smoothly* 17:2, p. 81. The Kenwood radio is not compatible with our iPhone 11. We went to a Kenwood technician, and he could not get the phone and the radio to pair.

William Grey
Reno, Nevada

Dear William,
Press the MENU button. The pop-up menu appears. Touch SETUP. The setup screen appears. Touch BLUETOOTH. Under the Bluetooth section, make sure Bluetooth is ON.

Next, go to the Bluetooth settings on your phone. When your phone recognizes the devices, the DNX775 should show up. Select DNX775 and select PAIR on the radio and the phone. When it asks you to allow contacts, select ALLOW. Now you are ready to use your device.

What Are the Best Vehicles to Flat Tow?

We have a 2017 Allegro RED 37PA. Many owners like to flat tow a car behind their coaches. It seems like Jeep may be the most frequently towed vehicle we see on the road today. But for those of us who do not want to tow a Jeep, it is very difficult to find a towable car. Can you provide a list of the flat towable cars available today?

Sue Yard
Box Elder, South Dakota

Dear Sue,
The best guide that we know about is the 2020 Good Sam Guide to Dinghy Towing. You can read it online at motorhome.com/download-dinghy-guides.

Shrill High-pitched Noise When Navigating an Incline

We have a 2014 Allegro 31SA. We absolutely love it! The only issue we are having is this: when under load and going up an incline, there is a shrill/high-pitched noise. Once we are on a flat surface or on a decline, it goes away. What could be causing this? Thank you for your help.

Sue & Vern Hupp
Peoria, Arizona

Dear Sue & Vern,
When going up an incline, the transmission will downshift, causing everything on the engine to move faster. The high-pitched noise could possibly be a belt, and would most likely be the air conditioner belt. Turn off the A/C while under load and see if that lessens or stops the noise.

If not, you should make an appointment with your local Ford service center.

Generator Will Not Start, Retracted Door Step Will Not Extend

On our 2006 Allegro Bus, the generator will not start from the cockpit switch or from the switch on the generator.

Secondly, the door step has retracted and will not extend when the door is opened or when the console switch is activated. Can you offer suggestions to correct these problems? Thanks!

Brian Loescher
Oceanside, California

Dear Brian,
You are not getting 12 volts from the house batteries. Check the voltage at the house batteries. If good, then check the

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house batteries rotary disconnect knob at the house batteries tray. Lastly, check the 300-amp fuse on the board behind the house batteries. Try running the diesel engine for about 25 minutes to recharge the house batteries.

The problem of the steps not deploying is related to the problem of the generator not starting (low house batteries registering less than 12.8 volts). You may also have poor contacts in the cables, connectors, etc. along the way from the house batteries to the steps and genset components. We know it is a tedious process tracing to find the point(s) creating the problem. Good luck.

Water on the Floor Coming from the Shower

I am writing regarding my 2015 Allegro Breeze. Recently, when delivering my coach for general service, I noticed a stream of water on the floor. It was coming from the shower pan. The driveway where I parked for service was short and steep. Is it possible waste water from the grey tank ran back into the shower pan and over the curb? Is there anything else I should check?

Larry Radebach
Bradenton, Florida

Dear Larry,

If the coach was parked on a steep grade and the grey tank was full, it could possibly run back into the shower.

Water Pooling on the Floor of the Half-Bath

We have a 2019 Allegro 36UA. Every time we rinse the black tank or fill the fresh water tank, water pours onto the floor in the half-bath. We had a vent cap replaced under the sink in the half-bath but that didn't fix it. What do you suggest?

Jamie Fong
Calhoun, Georgia

Dear Jamie,

I believe that you have two separate issues. First, concerning the black tank flush, it sounds like one of the crimp rings at the

No Fuss Flush may need to be replaced either on the white flexible water line or the white and black striped water line. From the tank flush connection on the back of the sewer board, there is a white flexible water line that runs from that connection to the No Fuss Flush under the mid-bath lavatory. There is also a white and black striped water line that runs from the No Fuss Flush under the mid-lav to the top of the black tank on the passenger side. Check the crimp rings on both the white water line and the white and black striped water line.

Second, concerning the fill for the fresh water tank: the 36 UA has a potable water fill green stripe hose and fresh water tank vent that runs into the mid-lavatory and is connected to the potable water fill port door on the sidewall. When you are filling your fresh water tank, make sure to open the potable water fill door on the outside of the coach to ensure that when you are filling the fresh water tank that water does not come back into the coach when the tank is full.

Recommendations for Placement of Entry Light Switches and Electrical Outlets

We have a 2015 Allegro Open Road and have some observations regarding the placement of light switches and electrical outlets.

Why do we have to open the front door and step out to reach the porch and entry light, and the awning switches? We need a second set of switches at the top of the stair.

We use the sleeper sofa each night, and had to buy an extension cord because there is no outlet near the sofa. We also use an extension cord to have electrical items on the bedside table. The floorplan designers could have included an outlet by the bedside table and one by the sofa.

Why are there three electrical connectors under the kitchen sink floor?

Richard & Pat Burdette
Mt. Vernon, Washington

Dear Richard & Pat,

The owner can add a new, duplicate

touch pad (like the one at the entry door) and certain Spyder components wherever they designate. They will need additional RVC cable.

The issue with no plugs on the side of the coach where the sleeper sofa is located can be corrected by having a Tiffin dealer service center add more plugs.

We have electrical connectors throughout the coach, sometimes to comply with code or to simplify access to electrical lines in the event the slide-out had to be removed for repairs.

We Want to Replace the Couch with Two Recliners

We have a 2017 Allegro 32SA. We would like to replace the couch (with a pull-out bed) with two recliners. Is this possible? I wasn't sure whether the area is deep enough to do this. I know it is plenty long enough (90") to allow for the replacement.

Gary Hudson
Solsberry, Indiana

Dear Gary,

I don't think they will have an issue with the depth of the slide; that should be fine. Depending on the base of the recliner they use, they may want to put down a piece of sheet metal under the carpet to make sure the chair legs always have a firm place to set. The floor was built for the sofa with specific tubing locations.

Difficulty with Fully Draining Black Tank

I bought a 2020 Allegro Breeze 31BR in February at Lazydays in Seffner, Florida. I have trouble when I empty the black water. The manual says the tank is above the black water valve, but it is actually on the other side of the motorhome. The Breeze is very low to the ground. I have to raise the coach with the air bags to the highest position to get the black water hose to hook up. The tank only empties to two-thirds, even when we use the tank wash-out system. I had two Allegro Open Road motorhomes prior to the Breeze

and never had a problem with the black tank. The Open Roads were much higher off the ground. Any idea on what I can do to fully drain the black tank? Thank you,

Tom Blaney
Garner, North Carolina

Dear Tom,

Rotate the dump valve so that it is aimed straight at the basement door. Connect the drain hose through the door and, using the air bags, raise the coach a little on the passenger side to lean it toward the driver side. While using the tank flush, dump the black tank at this angle. Continue running the tank flush for several minutes after the black tank has been dumped. If it still reads two-thirds full, the sensors in the black tank may be mounted in the wrong place.

Tow Car Brake Verification Light on Coach Dash Not Functioning

We tow a GMC Yukon equipped with Air Force One brakes with our 2014 Phaeton 36GH. Normally, we get a light on the coach dash when we apply the brakes which signifies that the brakes on the Yukon are functioning. Recently, even though the brakes on the Yukon are still functioning, we have lost the verifying light in the coach. We have checked the circuit but have dead-ended at the dash on the coach. The light bulb is good. How can this be fixed?

Gene & Beth Griffin
Anderson, South Carolina

Dear Gene & Beth,

This system was not installed by Tiffin. Please see your dealer or the RV service center that installed the system. You should also involve the Air Force One service team for troubleshooting assistance.

Fogged Window on 2004 Allegro Bay

I have a 2004 Allegro Bay 37DB. I am very happy with the coach but the forward-facing window in the front slide-out needs to be replaced. There is moisture between the two layers of glass. Does

Tiffin still have replacements? If so, where can I purchase a new one?

Charles Hoover
Tucson, Arizona

Dear Charles,

You can order the replacement window through our parts department at store.tiffinmotorhomes.com. You will need to supply the year, brand, model, and last six digits of your VIN.

Generator & AC Problem for Cooling in Transit

I have just purchased a 2012 Phaeton and I am *loving* the amenities compared to my 2017 Coachmen towable I traded. Recently, the deadbolt became lodged in the door and we were locked IN. Luckily a camping store nearby came to our rescue. Upon removing the deadbolt, the deadbolt guide inside the door was bent. Can it be repaired?

My larger question is the AC. On a trip this summer, I ran the generator while traveling in order to run the AC in both the living room and bedroom. The breaker tripped a few times, after which the AC just didn't seem to cool the coach during the trip at all. What do I need to do to correct this problem?

James Wolfe
Greer, South Carolina 29650

Dear James,

Our parts department may have the bolt and linkage for the deadbolt. They can be reached at 256-356-0261 to see if it is available. With regard to the AC problem, the breaker box may need venting to relieve some of the heat that is building up in the cabinet where it's located. We added a vent in the top of the cabinet and on the side to allow some of the heat behind the breaker box to dissipate. You can also insulate the floor area of the cabinet to stop engine heat coming through and getting into the cabinet. The AC breakers can also be changed to 25-amp breakers that will take more heat. Do not go any larger than a 25-amp breaker.

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Waxing your film on a quarterly basis, or more, will add that extra layer of protection to your film. Keeping it waxed will prevent damage from bug acids and road grime, and allow the film to effortlessly be wiped clean. We recommend using Advanced RV & Auto Wax, a synthetic polymer cream wax designed specifically for Diamond Shield.

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FLAGSTAFF, ARIZONA *Continued from page 37*

elevations above sea level. Examples: Blistering Yuma's elevation is 137 feet, Phoenix broils at 1,082 feet, somewhat cooler Tucson is at 2,437 feet, Sedona is very livable at 4,280 feet, Flagstaff, at 6,910 feet, averages 97 inches of snow, but also 161 sunny days and 101 very livable partly cloudy days.

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ON THE ROAD WITH JUNE AND JOE *Continued from page 53*

Jimmy Lawrence and Cathy Carson (cont.)

the southeast and frequently stay at our private lot at Bella Terra RV Resort in Foley, Alabama,” Cathy said. When Cathy and Jimmy aren't traveling, they're doing yard work on the 1.7 acres around their house and maintaining their large home. Occasionally they spend a couple of weeks on their 24-foot pontoon boat on Lake Byrdstown in Tennessee.

Rick and Beverly Heimann (cont.)

watching the construction of our 2010 Bus, a young man walked toward us and introduced himself as Brad Witt. He said he went to Mississippi State with a student named Chris Heimann. After confirming the graduation year, we told Brad that Chris was our son and shared a photo. Brad said he and Chris were in an engineering class and even worked on a project together. Small world! Brad is director of operations for Tiffin Motorhomes.”

Statement of Ownership, Management, and Circulation

Item	Amount or Percent of Total	Change from Preceding Period
Total Assets	\$1,900	\$5,222
Total Liabilities	\$0	\$0
Total Net Worth	\$1,900	\$5,222



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