

Roughing It Smoothly®



- **2022 Allegro RED 360 38 KA**
- **2022 Wayfarer 25 JW**
- **Super-C Allegro Bay 38**
- **Lively, Lovely Santa Cruz**
- **A Breath of Fresh (Farm) Air**



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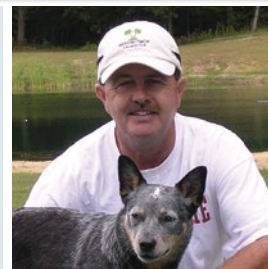
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See website for current rates and terms; for rates below \$75k and other FICO scores

*Estimated APR (Annual Percentage Rate) based on 20-year loan term; Individual rate may vary based on lender, credit score, loan amount, loan term, loan to value, vehicle registration (LLC), model year, type of RV and loan type (Purchase versus Refinance). Subject to loan program requirements and credit approval. Rates and terms may vary with market conditions and are subject to change without notice. Certain fees, closing costs, and restrictions may apply. APR applied to the loan is the APR in effect on the date the application is received by the lender and is valid for 30 days upon credit approval. RV model year must be 10 model years or newer. Maximum loan amount is calculated using an advance percentage against collateral value. Collateral value established using lender approved industry valuation guide(s). Other rates and loan terms are available. Example of a refinance recreational use RV loan: A \$276,000 loan with (non-financed \$385 processing fee) for 20 years with a fixed rate of 3.74% would have an APR of 3.74% and 240 payments of \$1,634.94. This is only an example and the APR and processing fee may differ for your specific transaction. Some programs may not be available in all states.

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"Why can't we stay here?"
Three engaging visits to
Harvest Host locations

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Roughing It Smoothly®

January 2022

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the Look of the Future

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Many Adventures—One Dream

by Leigh Tiffin

It's been said that we live in exponential times and change is happening faster and more often than ever before. The global pandemic and its associated impacts of the last couple of years have prompted big changes in the way many of us work, travel, and engage with the world. At Tiffin we see this evolution as an opportunity to welcome many new families to the RV lifestyle and introduce them to our enduring purpose at Tiffin, "Many Adventures—One Dream."

"Many Adventures—One Dream" drives deep at the heart of why we do what we do every single day. It's Tiffin's contribution to making a difference in the world and the lives of our customers. There are many ways to adventure in our amazing products, and we believe all our customers share a dream of leisure, fun, and making memories with the ones they love.

By engraining our purpose and core values into the company culture, we're preserving the company fabric that has made Tiffin great! Core values are the set of beliefs that guide our decisions, unite our employees, and express what our business stands for. One of the ways we define our values is by modeling them after the team members and leaders throughout our company that embody our unique identity. Recently, we established these five core values:

Customer-driven: placing the customer at the center of every process in our business is imperative and ensures they're at the heart of everything we do.

Do It Once and Do It Well: quality is about creating a mindset in every Tiffin team member that believes the best way to do anything is to do it right the first time.

Coachable: we want leaders and team members that desire to coach and be coached so they can improve our company and customer-experience.

Work-ready: we must have a plan every single day and prepare to succeed in all aspects of our business.

There's Always a Solution: especially in recent times our creativity and problem-solving is constantly tested, but we believe there's always a solution to our problems if we're willing to find it.

We have several new workforce development plans in place.



One we're very excited about is the launch of Tiffin Academy. The academy will provide skills-based training and certification for key specialties and areas of focus within our staff. The academy will have a training director that facilitates the curriculum and manages training and cross-training activities focused on the fundamentals of electrical training, plumbing training, and other component-specific course offerings. This is a positive investment in our workforce to improve the quality and reliability of our products while enhancing our team members' skills.

Additionally, we have exciting plans to establish a comprehensive customer feedback cycle. We know we can improve our company by better understanding our initial quality and customer experience. We're developing a report card that will help us measure performance on delivery experience, customer experience during

the purchasing process, reasons for choosing your dealer, dealer orientation experience, and warranty issues in the first six months of ownership. This data and awareness will lead to problem-solving efforts that improve the ownership experience for customers as they embark on their adventures.

As we move into the future of our industry, strategic measured growth will be an essential component of our business plan. The last two years have introduced many newcomers to the RV lifestyle, and that movement has allowed us to focus on three new product categories that align with our values here at the Tiffin group.

We are putting the finishing touches on our new Allegro Bay "Super C". Built on the capable Freightliner Custom Chassis S2RV platform, the Allegro Bay will offer the 360HP Cummins 6.7-liter diesel located under the front swing-away hood, and the robust Allison 3000 series transmission. With features and amenities that follow the path of our Allegro RED 360, the Allegro Bay will appeal to families who enjoy active pursuits and want the ability to tow more, haul more, and access the driver and passenger area directly through the cab doors. This exciting new coach will debut at the Tampa Super Show in January.

Continued on page 88



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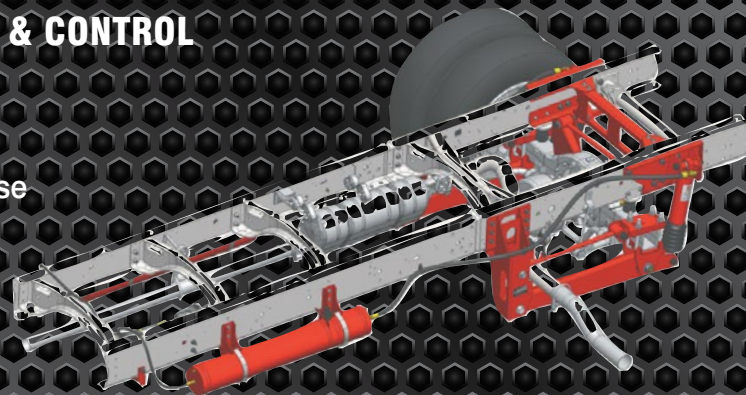
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RECALLS for Fall 2021

This information is provided to make owners aware of safety recalls that may need to be completed on their motorhomes. For second owners or to update your contact information, or if you have any questions about what recalls may apply to your motorhome, please email jeannie.madden@tiffinmotorhomes.com

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

Tiffin Motorhomes has decided that a de-

fect, 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, which can reduce the driver’s visibility and increase the risk of a crash.

NHTSA Recall # 21V-265, Tiffin Recall # TIF-115, Fairing Wind Deflectors

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2021 Phaeton Motorhomes equipped with the Roof Mounted Power Awning Option, built between May 8, 2020 and March 1, 2021.** On these specific motorhomes there is the possibility that the fairing wind deflectors mounted in front of the roof mounted power awning on the passenger side and the matching driver’s side fairing may not be properly secured and that either of the fairings may become detached while in transit which could cause an injury or property damage to other vehicles.

NHTSA Recall # 21V-306, Cummins Campaign # C2423, Cummins L9 engine, fuel rail assembly may leak

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2017, 2018, 2019, 2020 and 2021 Allegro Buses and 2017, 2018, 2019, 2020 and 2021 Phaetons built between March 1, 2017 and February 28, 2021.** Tiffin Motorhomes was notified by Cummins, Inc of a defect that exists on specific L9 engines manufactured by Cummins between January 2, 2017 and October 16, 2020. The fuel rail assembly on these engines may develop leaks, which may result in an undetected prolonged diesel fuel spray. The owner/operator may see or smell diesel fuel and, in some cases, the check engine lamp may illuminate. A leak involving spraying/misting fuel in the presence of an ignition source may increase the risk of fire. Owners should contact Cummins Care at 1-800- CUMMINS (1-800-286-6467) or visit their website at care.cummins.com.

NHTSA Recall # 21V-545, Cummins Campaign # C2465, Cummins L9 engine, fuel hose leaks

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2021 - 2022 Allegro Bus motorhomes and 2021 - 2022 Phaeton motorhomes that were built between October, 2020 and July, 2021.** Tiffin Motorhomes was notified by Cummins, Inc of a defect that exists on specific L9 engines manufactured by Cummins between March 27, 2019 and June 15, 2021. Cummins has determined that a fuel leak may occur in the fuel hoses between the fuel pump and remote filter head. A fuel leak in the presence of an ignition source may increase the risk of a fire. Persons operating in or around the vehicle may see smoke before sufficient heat creates a fire. Owners should contact Cummins Care at 1-800- CUMMINS (1-800-286-6467) or visit their website at care.cummins.com.

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Enjoying the *Roughing It Smoothly* digital magazine: rismag.org

In January 2022, Tiffin's owner-acclaimed quarterly magazine began its 19th year of publication. In November 2017, we launched and tested the digital magazine our readers can enjoy a week before each quarterly edition arrives on the 15th of January, April, July, and October. You can read all 18 years of the back issues and learn about RV travel in 49 of our 50 states.

How to Use the Digital Magazine

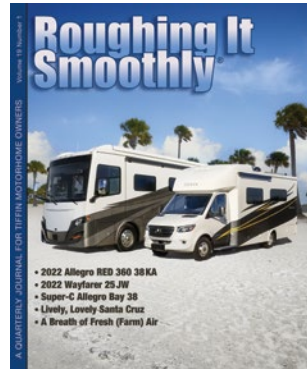
The digital magazine is presented online in facing pages; it is formatted for laptops, iPads, iPhones, Android OS, and most tablets that are WiFi capable. To access your copy of the digital magazine, go to rismag.org and click on CURRENT MAGAZINE. Clicking on the cover will take you to a description of the features available to navigate the digital magazine.

To move through the magazine, click the right arrow to open the contents page. Select any story and click on its page number. It will jump directly to that double-page spread. To go back to the contents page, put "5" or "6" 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. In the upper right corner, clicking on SEARCH (the magnifying glass icon) will open search options in the middle of your screen. The SEARCH button will look for words or phrases in this issue. ADVANCED SEARCH accompanied by a click on ALL ISSUES will search the entire archive. 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 addresses (URLs) found in the ads and in the text are "live," meaning that you can click on one and go directly to that website. 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. You can now print the pages exactly as they appear in the printed edition of the magazine after adjusting your printer settings.

An email notification is sent to all readers when the magazine is available online. We include our print subscribers as a courtesy to let them know their copy will be arriving soon



and to be looking for it. To ensure you are getting notifications from RIS magazine, please make sure we have your current email.

Note: On occasion, we will send out emails on behalf of our advertisers. This is not an endorsement of a product, but a benefit we offer to our readers and advertisers.

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

We designed the expanded digital magazine to better serve both our readers and advertisers. We hope you will enjoy the digital *Roughing It Smoothly*. If you need assistance navigating the digital magazine please contact Lisa Smith at lisa@roughingitsmoothly.com or call 254-301-7021.

Lets Get Social

We are excited to announce RIS magazine is now on Facebook. 'Like' our page at facebook.com/RISMagazine and stay in the know on everything Tiffin at the main Tiffin Motorhomes page at facebook.com/tiffinmotorhomes/. You will find an inexhaustible supply of tips, experiences, how-to-fix stories, upcoming events, and more.

Magazine Continues to Grow

Over 45,000 Tiffin owners are now receiving *Roughing It Smoothly* through the U.S. and Canadian postal service. Over 41,000 have chosen to read RIS online at rismag.org. Our dealers are distributing 17,000 copies in their showrooms. Now in its 19th year, RIS is the largest magazine published by an RV manufacturer in number of pages and total distribution.

Advertisers

To advertise in RIS, please contact Lisa Smith at lisa@roughingitsmoothly.com or call 254-301-7021. Rates include advertising in both the

digital and print magazines. An advertisement in *Roughing It Smoothly* does not constitute an endorsement by Tiffin Motorhomes.

Communication by U.S. Mail

FROM THE ROAD

We invite you to tell fellow Tiffin coach owners about your experiences and the special places you have discovered. Type as much as you wish double-spaced and mail it to *Roughing It Smoothly*, PO Box 1373, Monroe, GA 30655. Please include name, address, phone number, and email address in case we need to edit or request more information. Color prints are welcome and we will use them if we have the space. We do not return prints or manuscript unless you enclose a SASE.

TIFFIN TECH TALK

To send a question to Tech Talk, send a typed letter to Tiffin Tech Talk, PO Box 1373, Monroe, GA 30655. Please include name, address, phone number, and email address in case we need to edit or request more information. You may include photos to illustrate your question. If you need an immediate answer to a service problem, you should call 256-356-0261. See next page for instructions on sending a question by email.

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To request a change of address, please send your request to *Roughing It Smoothly*, Attn: Lisa Smith, PO Box 5369, Waco, TX 76708. Tape the address label from your last issue of RIS on a piece of paper, and type or print legibly your full name, new address (making sure to include the suite, site, lot, or pmb# if applicable), phone number, and email address. Or you may call Lisa at 254-301-7021 to take care of the change verbally. If your magazine is returned as "Unable to Forward," we have no choice but to remove you from the mailing list.

Online Communication

FROM THE ROAD

To submit your personal travel story to *Roughing It Smoothly*, go to rismag.org/contact/travel-stories/ and complete the online form. To include pictures to illustrate your story, please send your typed text file and attached images to lisa@roughingitsmoothly.com. Write "FROM THE ROAD" in the subject line to avoid it being deleted as spam. Please do not embed

images in the email itself. To reproduce in the magazine, images should be at least 800KB or larger. Please include name, address, phone number, and email address in case we need to edit or request more information.

TIFFIN TECH TALK.

If you do not need or wish to send attachments, go to rismag.org/contact/techtalk/ and complete the online form to submit your question or concern. To include pictures to better describe your question, please send your typed text file and attached images to lisa@roughingitssmoothly.com. Write "TECH TALK QUESTION" in the subject line to avoid it being deleted as spam. Please do not embed images in the email itself. Please include name, address, phone number, and email address in case we need to edit or request more information.

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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 preowned Tiffin motorhome, go to rismag.org/managesubscription and enter a new subscription. *RIS* is not published by the Allegro Club. The introductory copy of *Roughing It Smoothly* sent by the club was complementary and does not indicate you were added to the *RIS* mailing list.

Tiffin Opens Factory Tours

Following the holiday break, plant tours will resume on Monday, January 3, 2022, M-F.

Main Plant, Red Bay, 9:30 a.m.
Meet at welcome center.

Belmont Paint Facility, 12:30 p.m.
Meet at main entrance in Belmont.

Wayfarer Plant, Winfield
12:30–1:30 p.m.
Call for an appointment (205) 487-4710

Coaches currently parked near the plants will not be open for inspection at this time while technicians are completing minor installations.



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Introducing the **2022 Allegro Bay Super-C** **WITH FLOOR PLANS 38AB AND 38BB**

Designed for towing loads up to 12,000 pounds, the Allegro Bay 38 utilizes the Cummins ISB 6.7 diesel with 360-hp @ 2600 RPM. With the Allison 3000 MH 6-speed automatic transmission, the power train develops torque of 800 lb-ft @ 1800 RPM. With Automatic Traction Control and Trac-Tech no spin differential single rear axle, the Super-C is fully capable of negotiating off-road while hauling horse trailers and racing cars in unpaved areas.

When it's time to make an impression, the Super-C makes quite an entrance with a paint job that is unexcelled in the

- 12,000 lb. towing cap
- 150-gal. freshwater tank
- 100-gal. fuel tank
- GVWR: 30,000 lbs.
- GCWR: 48,000 lbs.
- Aqua-Go Truma endless hot water
- Spyder multiplex system blue-toothed to your cell phone

RV industry: a primer coat, four to five coats of paint, and three applications of clearcoat with UV resists.

Six choices of exterior design are offered with popular colors blended in a show-stopping pattern. Buyers can choose between two decors — Silverlight III and Urban Putty II; two wood finishes — Amber Glazed and Shadow; and two choices in Ultraleather — Belgian and Cocoon.


- Cruise control
- Hydraulic leveling jacks
- All-electric option w/ induction cooktop, Aqua-Hot
- Rear stabilizer bar
- Rear air suspension
- Driver/passenger air bags



The 2022 Allegro Bay Super-C has two floorplans: 38AB and 38BB. Both plans have three slides with the 38AB featuring a walk-through bath with a large shower. The 38BB offers a bath and a half, with the full bath fully enclosed at the rear of the coach. An optional stacked washer/dryer can be ordered for the rear bath.

Both coaches have several options for seating and dining. The perennial dinette with computer workstation is offered in both floorplans. Both coaches offer theater seating with large lift Smart+ TVs on the opposing wall.

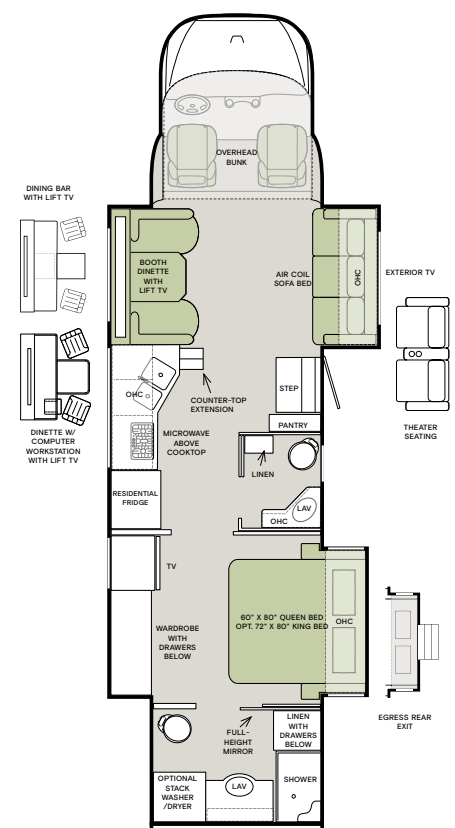
The recently introduced Dinette with Computer Workstation with Lift-TV is offered on the 38BB. Both coaches have air coil sofa beds for your guests as well as a large overhead bunk above the driver/passenger seats.

Tiffin never skimps on a galley that offers a full-size residential refrigerator, cabinetry with slide-out pantries, and solid surface countertops and backsplashes. 

38 AB



38 BB



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The 2022 Allegro RED 360 38KA

A COACH DESIGNED FOR A LARGE FAMILY TO SEE THE U.S.A.

The Allegro RED 360 received a major redesign for 2022, following a general plan that Tiffin takes every three to four years with each of its brands. The redesigns this year include new front and rear caps, a fully redesigned wrap-around dash, and upgraded driver and passenger chairs. RVers will appreciate the accentuated lighting changes in the ceiling of the living-dining area.

All of Freightliner's safe-driving software, now being marketed as **RoadWatch**, is part of the RED 360's standard equipment. These

features are explained on page 30 in relation to driving the RED 360.

Options for the 2022 Allegro RED 360 include roof-mounted awnings with railings that conceal the infrastructure, a rear egress door, heated tile floors, a stacked washer/dryer, the "all electric option" that includes Aqua-Hot hydronic heat and water heating, and three low profile 15KW air conditioners with heat pumps and a 10KW generator. All of these options except "all electric" were selected for the reviewed coach.



TEXT AND PHOTOGRAPHY BY FRED THOMPSON

Family Living in the 38KA

A thoughtful selection of the options on the 2022 Allegro RED 360 38KA creates a very comfortable motorhome with safety and driving features that rival coaches with much higher price tags. To top it off, this particular 38KA is spec'd out to sleep nine if you use the convertible dinette for two small children.

So where do they all sleep? When the master bedroom's privacy door slides shut, the front half of the coach becomes the dormitory. The bunk beds (28 x 72) are built into the PS panoslide and located in front of the half bath. Each bunk has a sliding window with screen, reading light, a 110v outlet, and a USB charging port. The sleep sofa produces a queen air coil bed for two. The dinette breaks down into a bed for two children (42 x 70), and the drop down bed will take a pretty big fellow (33 x 72).*

Crowded? Not at all. However, the older kids in large families may prefer a tent. The idea of preserving "camping" and having their own space makes it more fun at that age. The walk-about area between the DS sofa and dinette and the PS galley is seven

feet wide by 15 feet long. The basement offers 119 cubic feet of storage to bring along everyone's "stuff"—skis, backpacks, hiking equipment and shoes, outdoor grill, plus a clothing tub for each passenger to pack extra clothing for climate changes. I'll never forget the summer we encountered the heat of the southwest plus the chill of snow in Yellowstone—all in the month of June.

Planning for family travel includes organizing personal storage for each member. There are seven cabinet doors in the DS forward slide-out above the sofa-bed and dinette, providing over 16 cubic feet of storage. That's over two cubic feet for each of the passengers, not counting mom and dad. The Container Store offers bins and baskets to fit any situation, making the storage space practical and useful for each member. Another 1.7 CF of storage is hidden under the forward bench of the dinette. Two large drawers at floor level are located under the bunk beds for folded clothing.

The living area is spacious and airy, even with a crowd visiting. The DS slide-out alone has 16 square feet of windows with screens to bring the outdoors into your living room. A six-foot (17" high) window extends almost the length of the PS galley. First introduced 10 years ago and often copied by competitors, the elongated window is a Tiffin trademark. Chefs love the option to check out what's happening on the patio while preparing dinner.

* Directionally in the text descriptions, the front of the coach is "south," the rear is "north," the driver's side is "east" and the passenger's side is "west." PS = passenger side. DS = driver side. OH = overhead. 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 length of the drawer extending back into the cabinet; "height" refers to how deep the drawer is. SSCT = solid surface countertop. Tiffin's SSCT is similar to Corian.



The Galley

Tiffin's architectural talent always creates a well-designed and highly functional galley in every coach, regardless of the unit's price point. Adequate workspace is always a top priority. The 38KA's countertop measures 29" deep by 88" wide. The Expand-an-Island adds another 12.5" x 28" work surface: a total of 20 square feet. The workspace has a full-height SSCT backsplash.

The retractable cooktop covers a handsome 3-burner gas grill: two large burners on either side and a smaller one in the

center. Add a Lodge™ pre-seasoned reversible cast iron grill (10.5"x 20", \$49.90 at Walmart) and store it in the large cabinet under the sink. Cook the bacon in the microwave and turn out 8 pancakes at a time on the grill. When it's time for dinner, the convection-microwave oven with an outside vent can cook your roast while you prepare three vegetables on the cooktop. This area also has a reversible 3-speed ceiling exhaust fan. If you have no outside breezes to cool your coach, use the highest

speed on the exhaust fan to draw in fresh air, simulating an attic fan in your home.

Tiffin added to the galley's functionality with five LED lights above the cooktop, recessed in the base of the OH cabinets where you will also find three 110v outlets. A stainless steel panel in the rear center of the workspace conceals a pop-up for two 110v outlets and two USB charging ports.

The double stainless steel sink with a single-lever chrome faucet and gooseneck water delivery with extendable sprayer is ready for two siblings to handle the clean-up. No volunteers? You can add the optional dishwasher when you spec out your new RED 360 (MSRP \$1,491). The dishwasher will replace the two storage drawers under the cooktop.

Let's talk about galley storage—Tiffin's strong suite. Directly under the cooktop you will notice three deep drawers (22 x 23 x 5.25). In the Expand-an-Island slide-out, the three drawers are 26.5 deep x 7.5 wide. On the north side of the galley, notice a second bank of four drawers (6.75 x 17 x 3.25). You'll find over four cubic feet of storage under the sink plus a rack for the SSCT sink covers. The three overhead cabinets, each with two shelves, provide nearly 11 cubic feet of storage.





Entertainment

The RED 38KA has four entertainment centers inside and outside the coach. Utilizing LG Smart+ televisions, the largest is located on the north wall of the living room. The 42-inch TV has a 24-inch sound box to provide audio pleasure equivalent to surround sound stereo. Soft accent backlighting around the television reduces eye strain. You can increase your audience seating by rotating the driver and passenger chairs 180 degrees. To make sure everyone in the living room can see a screen, a second 32-inch TV is mounted above the dash.

Mom and dad can take their entertainment to the bedroom on a third 32-inch unit while the children enjoy their own programs in the living room. Weather permitting, plan on a movie night outside under the 18-foot awning with the 32-inch TV and sound box. The Girard awning has string lights the length of the awning.

The technology for the LG Entertainment Center is located in a louvered cabinet just below the bedroom television. The LG Smart+ TV will allow you to select programming from Netflix, Hulu Plus, Amazon, Facebook, YouTube, DirecTV, or Dish, as well as over-the-air reception from your antenna.

Input includes data discs, USB devices, MKV playback, external HDD playback, and Blu-Ray 3D discs. The television itself, an LG ULTRA HDTV 4K, displays 8.3 million pixels, making the resolution four times that of full HD.

In addition to the LG technology, Tiffin includes as standard equipment the Dish Wally receiver (subscription required) that is designed to operate with the optional In-Motion satellite receiver (MSRP \$1,569). This coach has the optional pre-wiring

for the Winegard Trav'ler satellite receiver (MSRP \$276).

The Kenwood radio in the dash plays a large role in the coach's entertainment offering. You can listen to your CD/DVD music collection in the CD player located behind the flip-out operations screen. It can also process music collections from a USB flash drive. The radio is programmed for SiriusXM (subscription required).

Since wireless communication is a major factor of our daily living, TMH is focusing on a device to improve the WiFi signal you receive in your motorhome: the WiFi Ranger (MSRP \$1,098). As you may know, WiFi stands for Wireless Fidelity and is the same thing as WLAN which stands for "Wireless Local Area Network." WiFi works on the same principal as other wireless devices: it uses radio frequencies to send signals between devices. Walky-talkies, car radios, cell phones, and weather radios all use different radio frequencies. Your car stereo receives frequencies in kilohertz and megahertz range (AM and FM stations), while WiFi transmits and receives data in the gigahertz (Ghz) range. For WiFi, this frequency is 2.4Ghz and 5Ghz. The greater the distance between the point of transmission and the receiving device, the weaker the signal becomes. The WiFi Ranger picks up the signal, boosts it, and produces greater clarity in your reception as well as making it possible for you to connect devices within the coach.

The WiFi Ranger provides your own encrypted secure WiFi hotspot. In addition to its internet connection, it provides streaming TV services from Netflix, YouTube, Amazon Prime, Hulu, and Disney+.





The Master Bedroom

With the slides extended, the bedroom is a surprising 12'6" wide. In the DS slide-out, the optional full-size memory foam king bed (72 x 80) was selected for this coach (MSRP \$941). The memory foam queen bed is standard equipment. Both sides of the slide-out offer a screened window with solar and privacy shades (13 x 22). When we are camping in the mountains or at the beach, these two windows have brought in welcomed breezes for pleasant slumber. The ceiling fan is standard equipment.

Each of the bedside end tables has a small storage compartment and is accommodated with two 110v outlets and a USB charging port. A Spyder panel is located on the slide-out wall with controls for the ceiling and hall lights, the light master, and the overhead fan.

The padded headboard conceals the optional emergency rear Egress Door (MSRP \$1,882), available for the first time this year on the Allegro RED 360. With a single latch, the door releases as built-in steps unfold for egress.

The opposing bedroom slide-out, a segment of the 25-foot PS panslide, contains a His & Her closet (42 x 36 x 20) with four mirrored doors. Four drawers (ea. 17 x 11 x 7) are located immediately under the closet. The clothes hamper and the compart-

ment for the entertainment system are encased under a cabinet top (17 x 35) served by two USB charging ports.

Above the cabinet top a screened, sliding window (19 x 29) with solar and privacy shades provides needed cross ventilation. It is also an exit window. And just above that window is your 32-inch LG television. Who doesn't enjoy watching a movie while propped up in bed?

Additional storage in the bedroom is enormous. The four cabinets above the bed have 12 cubic feet of storage space. The king bed lifts up on air struts to give the owners 26 cubic feet of space. The sliding door between the bedroom and rear bath has a full-length mirror.

Those Extra Beds (When you need them)

TMH has always found suppliers at every price point to manufacture top quality sofas with fold-out beds featuring air coil mattresses. The 84-inch sleep sofa in this coach offers a queen air coil bed (60 x 74).

The dinette with a drop-down table makes a double bed with sectional mattresses (46 x 54) for two children (not shown).

The enclosed bunk beds in the PS slide-out are designed for



two adult-size children with mattresses measuring 28 by 72 inches. Each bunk is neatly compartmentalized with its own sliding screened window, an LED reading light, 110v outlet, and USB charging port. Each occupant has a storage drawer under the lower bunk.



The drop-down bunk over the driver/passenger chairs has a very comfortable bed measuring 33 by 72 inches. It is accessed with a ladder that is usually stored on top of one of the bunks.

Storage space for use by each of the seven passengers is located in the seven cabinets above the sofa and dinette. Each cabinet offers two cubic feet of storage which can be organized conveniently with slide-out bins.



The Master Bath

Measuring five by eight feet, the master bath has ample room for a deluxe size shower, a three-foot wide SSCT vanity with a ceramic lavatory and top quality chrome hardware, a maserator toilet, and space for a stacked washer-dryer. Getting to the specifics:

Made in Tiffin's own fiberglass plant near Iuka, Mississippi, the shower has a large footprint (24 x 38). A vertical chrome bar allows the bather to slide the mount for the shower head to accommodate personal height. When you divert the water into the Showermiser™, it recirculates while you lather or shampoo. Flipping the lever will deliver water at the same temperature prior to diversion. The shower has a seat molded into the compartment and a recess in the front corner for soap and toiletries. The skylight has a sliding closure that turns on an LED light. A towel bar is mounted inside the shower.

A ceramic lavatory is mounted in the 37-inch vanity with a solid surface countertop and backsplash. The medicine cabinet with mirror doors has two 34-inch-wide shelves. The room is fresh and bright with five LEDs in the ceiling, two of which are directly over the mirrors.

To the right of the medicine cabinet and directly behind the shower, a finished door covers two electrical boxes housing the 110v and 12v breakers. Two deep drawers and a large cabinet under the lavatory complete the vanity. As usual, the bath has a 3-speed reversible ceiling fan with a graded color temp selector to turn it off and on.

One of the most popular options in Tiffin's Class A coaches is the stacked washer/dryer (MSRP \$2,195) which was selected for this coach. You can eliminate those visits to the laundromat at campgrounds. If you do not select the washer/dryer, you will



gain 24 cubic feet of extra storage with six adjustable shelves. The maserator toilet electrically pulverizes waste and pumps it to the black tank near the middle of the basement. The screened window (13 x 22) has a privacy shade.

The Half Bath

Conveniently located a step away from the bunk beds, the half bath is comfortably sized (41 x 43). The 35-inch wide vanity has a solid surface countertop and backsplash. Molded into the countertop is the ceramic lavatory with a chrome pump-style faucet. The 33-inch wide double cabinet is divided into two sections, each with four shelves six inches deep. It was obviously planned for the toiletries of the members of the large family for which this coach was designed.

The storage under the countertop is divided into two cabinets, plenty of room for cleaning products. A large cabinet over the screened window is the right place for extra TP and bottles of Aqua-Kem for treating the black tank. Electrically, the half bath is served with



a 3-speed exhaust fan, a 110v outlet, and two LED lights in the ceiling.

Options to Consider

The following upscale options will change the focus of the coach from use by a large family to a plan for a family with two or three children. The “all electric option” (MSRP \$6,273) adds the popular Aqua-Hot hydronic heating and water heater. It also includes the True™ Induction cooktop. This eliminates completely the dependence on propane, but still provides an unlimited hot water supply.

The dinette computer workstation (MSRP \$1,098) has seating for four with the extendable solid surface countertop table (25 x 40). The south side of the large credenza has connections for your laptop and slide-outs for the keyboard, monitor, and travel-size printer. A filing cabinet, two drawers for office supplies, and a storage cabinet (opening under the table) are included. Stay in touch with the office or work on the road to extend your vacation time.

Another option you may enjoy is

the Ultraleather L-Shaped Sofa (MSRP \$2,195). It makes TV viewing for a small family more comfortable and cozy, especially with the 30-inch electric fireplace under the television. The sofa also incorporates a hide-a-bed with an air coil mattress.

The Spyder Control System

Tiffin uses AC units with heat pumps located on the roof to evenly distribute and circulate heated and cooled air through concealed ductwork enclosed in the ceiling. In the winter months, the dual propane heating system delivers heat through vents located at floor level throughout the coach. Sensors in each room control the operation to maintain the temperature settings selected at Spyder's Control Panel mounted on the wall opposite the bunk beds in the 38KA floorplan.

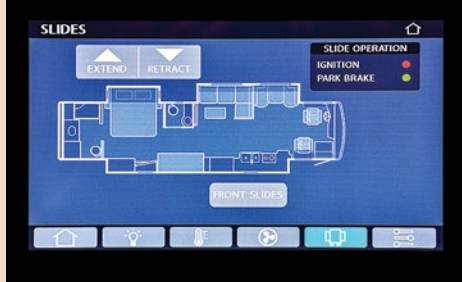
The settings for controlling the coach's environment are found in six folders labeled Home, Lights, Climate, Fans, Slides, and Settings.

The **HOME** folder is divided into four sections for an overview of the coach's environment and systems: lights, water pump and tank readings (for fresh, grey, black & LPG), inside room temps and floor heat, and electrical info (including an overview for solar, genset start/stop, and voltages for house and chassis batteries).

LIGHTS: Seven switches control all of the lights in the galley and living area; three for entry & outside, and three for the baths and bedroom; plus the light master. The light master switch turns off all of the lights currently on. When you turn it on again, it remembers and restores all of the same lights that were turned off. A second light master switch is located at the entry door.

CLIMATE: The three sections for the AC/heat pump units are controlled separately (shown as rear, mid, and front) with touch switches for AC, heat pump, auto, and fan speeds. The rear and front panels have touch switches for activating the propane furnace. The optional Gold Floor Heat (MSRP \$5,329) is controlled by two touch panels offering five levels of heat.

FANS: There are separate controls for each of the ceiling exhaust fans (half bath, rear bath, and galley). The touch switch



for the ceiling fan in the bedroom has hi/lo settings.

SLIDES: This panel primarily controls the DS bed slide. You can also extend/retract the DS forward slide-out and the PS panoslide after you check for clearances with the driver and passenger chairs. Tiffin recommends the owner control those slide-outs with the switches on the backs of the driver and passenger chairs.

SETTINGS: Fahrenheit and Centigrade display choice; screen brightness; settings for power savings, defaults, and the color scheme displayed in the control panel. The description of the control panel may sound complicated initially, but it is very simple and quite a time saver when you are setting up the overall environment or checking on any item later.

Seven additional Spyder control panels for nearby applications are placed throughout the coach: in the step well at the entrance, the PS console, the galley, DS forward slide-out, bedside, and both baths.

The Electrical System

The Allegro RED 360 38KA includes the Magnum 2000-watt pure sine inverter as standard equipment. When your house batteries deplete during dry camping, the Magnum with automatic generator starting can be set up to recharge the house batteries.

The charged batteries deliver inverted AC power to the entertainment system, the residential refrigerator-freezer, three 110v outlets in the galley, outlets in both of the forward slide-outs, outlets in the bath and half bath, and one at bedside. The system utilizes four house batteries.

Heating and Cooling

This reviewed coach is cooled with the optional three 15,000 BTU low profile air conditioners with heat pumps and an upgrade to the 10kw Onan generator (MSRP \$3,843). Standard equipment on the Allegro RED 38KA is two 15,000 BTU ACs with heat pumps. The extra BTUs will assure more cooling capacity when you get into higher summer temperatures. But just as important, the addition of the heat pump will make a significant differ-

ence when the spring and fall temperatures dip into the low 40s or high 30s. You can avoid using your propane for heating and warm the coach nicely with the heat pump. When you choose the electric fireplace, you will assure a cozy coach even when the temp hits 38. When the temps dip into the low-30s and lower, you will need to use your propane furnaces to be sure your wet tanks are warmed enough to prevent freezing.

Based on a residential model, Tiffin's cooling technology dis-

tributes cold air through the ceiling vents on the west side of the coach and sends return air through the vents and ducts on the east side of the coach. The coach's two propane furnaces distribute warm air through vents located at floor level throughout the coach.

Water is heated with the Truma on-demand system using propane that provides endless hot water. It is standard equipment and brings a welcomed improvement over the gas-electric water heaters.



The 2022 Allegro RED 360's Cockpit

Freightliner's easy-to-read displays and intuitively arranged steering wheel and lever controls came together with Tiffin's ergonomically designed cockpit to create an excellent driving experience. The design enhances driving safety by locating the controls within the steering wheel's perimeter and displaying the responsive instrumentation on the lighted dash. After becoming familiar with the touch of the controls, drivers can keep their eyes on the road, even while making changes to affect the operation of the coach.



The right side of the dash has been moved approximately 45 degrees inward toward the driver, producing a wraparound which places the monitor for the exterior cameras well within the driver's peripheral viewing angle. The monitor can display simultaneously the views from the rear and both side cameras. Just below the monitor, TMH placed seven toggle switches in an easy-to-see keyboard position, including the step cover, driver fan, the solar & night shades for the windshield, gen-start, map light, and radio/camera. 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 RPM/MPH, front and rear PSI, engine temp, fuel and DEF levels, oil pressure, chassis battery voltage, odometer, and H-L beam. A menu on the steering wheel allows the driver to select and view in a horizontal display three data choices at a time. Shown here are the engine load, distance to empty in miles, and gear in use. Other displays include two trip meters, current mpg, barometric pressure, engine hours, engine temp, and fuel economy. The speed in 1-inch high characters is located dead center.

These items should be checked only when the coach is stopped. Freightliner offers the tire air pressure monitoring dis-



play between the RPM/MPH dials. It appears automatically if a tire goes above or below the recommended air pressure.

Gear selection is the primary function of the lever mounted on the right side of the steering column. The off position for the engine brake is located at the top of the lever's arc. Sliding it down takes you through three positions of increasing the engine braking. The **M** and **A** selector allows the driver to go to Manual gear selection and then return to Automatic. Gear changes are made by depressing or lifting the lever. Pushing the lever down activates the engine brake.

The lever mounted on the left side of the steering column controls intermittent wipers, windshield washing with wipers, low and high beams, and turn signals.

The controls on the Freightliner's Smart steering wheel are very intuitive. Cruise control takes up most of the display in the right pod. Two symbols for answering and terminating phone calls, plus a courtesy flasher, complete this display. The controls on the left pod address the Freightliner information system described on the preceding page. For a more definitive explanation with displays of the new Freightliner dash and controls, go to fccrv.com and click in succession on Parts & Service, Downloads, and RV Chassis Operator's Manual.



The solar and night shades are located for fingertip control immediately under the camera monitor, where you'll also find your map light, driver fan, step cover, and generator start/stop. The monitor for the cameras on both sides and the rear of the coach can be viewed individually or together in a split screen.

The three HVAC dials are positioned immediately under the toggles with graphics that are easily viewed. A 12v and two USB ports are adjacent.



The exterior mirror controls, head and running lights, parking brake, air horn toggle, auxiliary start, and ATC override are located on the dash to the right of the steering column. The HWH hydraulic leveling system and cup holder are located on the left console. The fuel and brake pedals are suspended and power adjusted with a toggle switch. The steering column has tilt and telescoping features. The solar and privacy windshield shades are also power adjusted from the cockpit to provide glare reduction and shading from the sun while driving.

A Kenwood unit combines the dash stereo, radio, and CD player with optional navigation software into one very efficient system. Two cell phones can be connected into the speaker system for hands-free operation including voice activated call placements. A full Quick Start Guide is provided to help owners with the versatile features of the system.

Driving the 2022 Allegro RED 360

I drove the 38KA on a 40-mile jaunt through the hills and valleys of Franklin County. While enjoying a smooth ride on the 4-lane leaving Red Bay, I was impressed with the quietness of the cabin. Both wind and road noise have been successfully suppressed with tight construction and good insulation.

In designing the air suspension system, Tiffin selected the NEWAY AS140 component for the front assembly and the FCCC V-Ride for the rear. Sachs Custom Tuned shocks were selected for the front shock absorbers.

Freightliner created a host of safe-driving software now being marketed as **RoadWatch**. These features include Adaptive Cruise Control (ACC), Collision Mitigation (CM) with forward and active braking, stability controls including Electronic Stability Control (ESC) and Road Stability Control (RSC), and Automatic Traction Control (ATC).

ACC adjusts the speed of your vehicle while in cruise control and attempts to maintain a following interval of 3.6 seconds when there is a vehicle ahead moving at a lower speed. To interpret the following interval in feet, your coach is traveling at 95 feet/second at 65 mph. Therefore, the adaptive cruise control activates when your coach gets within a 342-foot space interval with the vehicle you are following (3.6×95). At slower speeds, the distance of the interval would be lower. ACC works in conjunction with the coach's conventional cruise control to maintain a set cruising speed when the lane ahead is clear and will automatically adjust when the vehicle ahead is detected. When the prescribed interval is corrected, perhaps by moving to the passing lane, the conventional cruise control will resume.

ESC can assist drivers in reducing the risk of vehicle insta-

bility while in a slippery curve or while taking evasive action. It reduces the potential for driftout conditions through computer activated selective braking. If loss of stability is detected, vehicle speed is reduced through engine control and the application of the engine and service brakes.

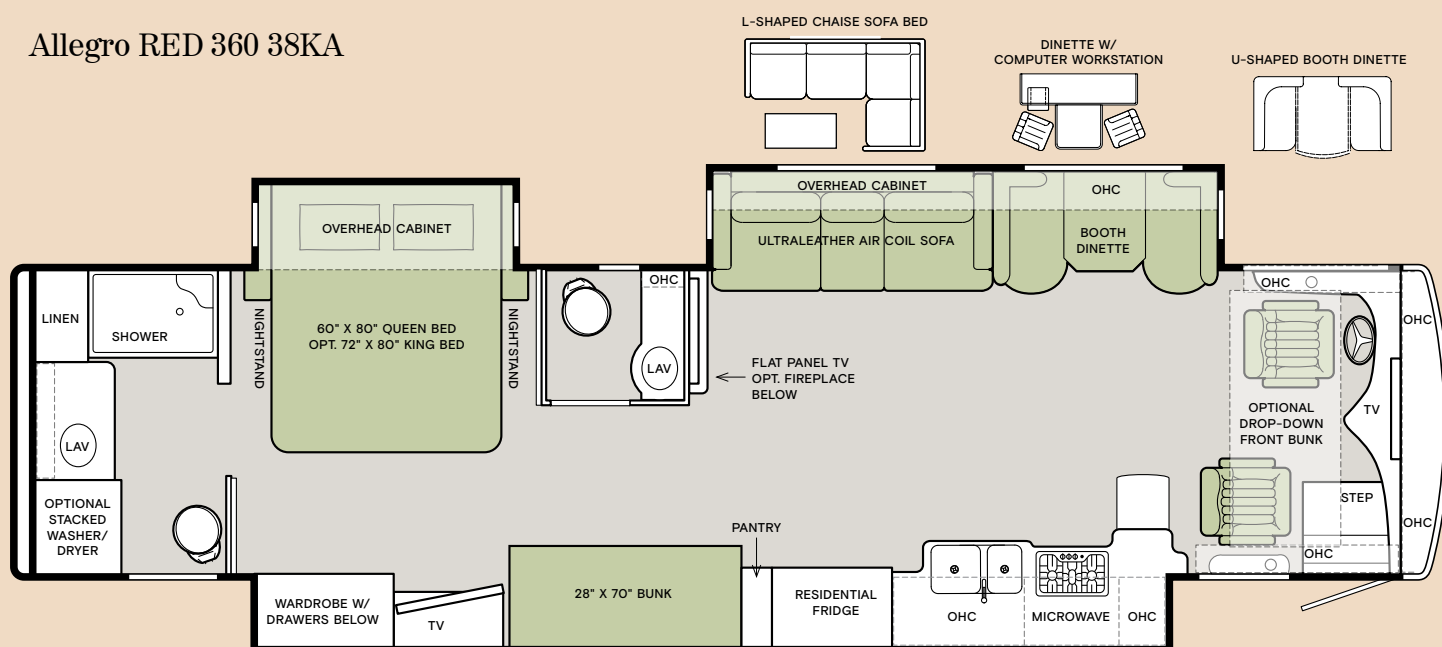
RSC is an active vehicle safety system that assists drivers in maintaining control by continually monitoring conditions that can lead to a rollover and automatically intervening if such a risk is detected.

ATC offers improved stability when driving or accelerating on low-friction surfaces, as well as improved traction under difficult conditions. If one wheel begins to spin at a different speed than the other, ATC momentarily applies the brakes until uniform traction is regained. If both drive wheels are on a poor traction surface, engine power is reduced to attain optimum tire-to-road traction.

The Cummins ISB 6.7 engine produces 360 horsepower at 2600 RPM. With a full tank of fuel, a full water tank (90 gallons), and 3,480 pounds in tow, the RED 38KA moved confidently through its route, taking long four percent grades in stride while losing only 5 to 8 mph in speed. At 65 mph, it handled curves with no difficulty. On straight-aways, with no vibration and perfect alignment, enjoy the ride!

In the RV industry's Class A sales reports for the third quarter of 2021, the Allegro RED 360, Allegro Bus, and the Phaeton still held three of the top five slots in Class A diesel pusher sales in the U.S. We are looking forward to seeing a large number of Allegro RED 360 coaches at Tiffin's 50th Anniversary Rally in Rock Springs, Wyoming. Maybe you will be one of those owners. Our mantra is as ever: Keep on roughing it smoothly! **RIS**

Allegro RED 360 38KA



SPECIFICATIONS: Model tested 2022 Allegro RED 360 38 KA, Three Slides

Base MSRP* – \$377,349 MSRP as tested with options – \$401,578

STANDARD FEATURES

Structural

Full one-piece fiberglass Front Cap, Rear Cap and Roof
Durable, yet lightweight, tubular aluminum wall skeleton

Automotive

Freightliner® XCM Modular Rail Rear Engine Diesel Chassis
Cummins ISB 6.7
Allison® 3000 MH 6-speed Automatic Transmission with Lock-up
Peak Torque (lb – Ft. Max Net) 800 @ 1,800 RPM
Peak HP 360 HP @ 2,600 RPM
Adaptive Cruise Control
Collision Mitigation with Forward Warning and Active Braking
Electronic Stability Control
Automatic Traction Control
Tire Pressure Monitoring
Air Ride Suspension
Full Air Brakes
Single Stage VGT (Variable Geometry Turbocharger) Engine Brake
Emergency Start Switch
Four Aluminum Wheels
Hydraulic Automatic Leveling Jacks

Plumbing and Electrical

8.0 kw Onan® Generator
Two 15 K BTU Roof ACs with Heat Pumps
Heated Holding Tanks
Six 6-volt House Batteries
50 Amp Shore Power Integrated with SurgeGuard
Black Holding Tank Flush System
Exterior Rinse Hose/Shower
Gravity Water Fill
110 V Exterior Receptacle
Tank Level Monitor System
Truma Gas Continuous Water Heater
2000 Watt Sine Wave Inverter
Extraordinaire™ AC System
Spyder Multiplex Controls with App Compatibility
Digital TV Antenna
Cable TV Ready
External Tripod Satellite Hook-up
AquaView ShowerMiser
Two Ducted Furnaces
Rotary Disconnect Switches for House and Chassis Battery

General Exterior

Fiberglass Front and Rear Caps
Tinted One-piece Windshield
Horizontal Mounted Wipers
Automatic Headlights
Chrome Heated Power Mirrors with Integrated Turn Signal
Exterior Patio Light
Girard Power Patio and Door
Awnings with LED Lighting
Girard Slide-out Toppers
Double Electric Step
1/4" Thick Single Pane Windows
Convenient Access Doors with Gas Shocks
Single Handle Lockable
Storage Door Latches
Undercoating
Roof Ladder
Exterior Storage Compartment Lights
Full-body Paint with Protective Film on Front Cap and Selective Areas
Exterior Flat Panel TV

Air Horns

Mud Flap with Diffuser
Charcoal Carpet Cargo Walls

Driver's Compartment

Freightliner DriveTech Steering Wheel
Tilt and Telescoping Steering Wheel Column with Foot Pedal
Freightliner Optiview LCD Dash Display
Adjustable Brake and Accelerator Pedals
Driver-focused Wraparound Dash
Tilt-out Dash Drawer
Color Back-up Monitor
CD Player and AM/FM Stereo
Satellite-ready Radio (subscription required)
12-volt Dash Receptacle
Power Solar and Privacy Windshield Shades
Manual Solar and Privacy Shades on Side Windows
USB Dash Receptacle
Fire Extinguisher
Adjustable Seatbelt Brackets
Ultraleather Power Driver and Passenger Seats with Passenger Footrest
Solid Non-opening Window on Passenger Side
Power Step Well Cover
Overhead Flat Panel TV

Living Area / Dinette

Booth Dinette/Sleeper on Driver Side
Ultraleather Air Coil hide-a-bed sofa on Driver Side

Galley

Residential Refrigerator
Double Bowl Kitchen Sink with Single Lever Chrome Faucet
Panoramic Galley Window
Solid Surface Galley Countertop, Sink Cover, and Cooktop Cover
3-burner Cooktop with Convection Microwave

Bath

Medicine Cabinet
Skylight and LED Light in Shower
Molded One-piece Fiberglass Shower
Solid Surface Vanity Top
Roof Vent Fan

Bedroom

Wardrobe with Automatic Light
Bed Comforter with Throw Pillows
Flat-panel TV
Memory Foam Queen Mattress (60" x 80")
Solar/Privacy Shades
Ceiling Fan

General Interior

Raised Panel Handcrafted Cabinet Doors
Handcrafted Cabinet Fascias
Soft Touch Vinyl Ceiling
Flat-panel TVs
Centralized Entertainment Center with BluRay® Player
Sound Bar Sound System with Living Area TV
Ceramic Tile Flooring (Excluding Slide-outs)
Treated Carpet and Fabrics
Soft-close Drawer Slides
Solar and Privacy Shades
Power Roof Vents

Smoke Detector

Carbon Monoxide Detector
LED Lighting
LPG Leak Detector

OPTIONAL FEATURES ON THIS COACH

OPTIONAL FEATURES AT NO CHARGE
Frosted Granite full body paint
Silver Light III interior décor
Cocoon Ultraleather
Vicinity Floor Tile

OPTIONAL FEATURES, ADDITIONAL COST

Amber Glazed Cabinets
(3) 15k A/C with Heat Pumps and 10k Generator
Drop Down Bunk
In-Dash Navigation System
Bedroom Egress Door
1 Exterior Manual Slide Tray
Fireplace
Heated Tile Floor
Memory Foam King Mattress
In-Motion Satellite
Roof Mounted Awnings
(3) Solar Panels
Central Vacuum System
Wifi Ranger
Stacked Washer and Dryer

OTHER OPTIONAL FEATURES AVAILABLE

OPTIONAL FEATURES AT NO CHARGE
Dark Brew II Interior
Urban Putty II Interior
Belgian Ultraleather
Natural Alder Cabinets

OPTIONAL FEATURES, ADDITIONAL COST

All Electric Option
(2) Low Profile 15k A/Cs with Heat Pumps
Prep for solar panel
Solar Panel
Shadow Cabinets
Vertical Slide Opening Window on Passenger side
CB Antenna
Dishwasher
Oven/Convection Microwave
Ultraleather U-shaped Dinette on Passenger Side
Dinette Computer Workstation on Passenger Side
Theater Seating on Driver Side
Ultraleather L-Shape Sofa on Driver Side

MEASUREMENTS

Wheelbase – 252"
Overall length – 39'6"
Overall height – 12'10"
Interior height – 84"
Overall width – 101"
Interior width – 96"

WEIGHTS & CAPACITIES

GVWR – 37,320 lb.
Front GAWR – 14,320 lb.
Rear GAWR – 23,000 lb.
GCWR – 47,320 lb.
UVW – 31,710 lb. as tested

CCC – 3,650 lb.

Trailer hitch capacity – 10,000 lb.

POWER TRAIN

Engine – Cummins B6.7 360 HP
Torque – 800 lb.-ft. at 1,800 rpm
Transmission – Allison 3000MH electronic six speed
Tire Size – 275/80R22.5
Alternator – 160 amps

CHASSIS

Frame – Freightliner XCM chassis
Frame Design – Modular rail
Anti-locking Braking System – Full air brakes with Anti-locking Braking System (ABS)
Air Suspension (front) – NEWAY AS140
Air Suspension (rear) – FCCC V-Ride
Shock Absorbers (front) – Sachs Custom Tuned
Leveling: HWH Hydraulic Leveling

CONSTRUCTION

Full one-piece fiberglass Front Cap, Rear Cap and Roof
Durable, yet lightweight, tubular aluminum wall skeleton

ACCOMMODATIONS

Sleeps – 7 adults (option allows for 2 children in dinette sleeper)
Fuel tank – 100 gallons
Freshwater – 90 gallons
Black water – 50 gallons
Grey water – 70 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.

*Base price includes surcharge for Freightliner chassis of \$3,103. Quoted prices are subject to change without notice.



Tiffin's Class C: The 2022 Wayfarer 25JW

Text and photography by Fred Thompson

Tiffin designer's creative use of limited space continues to produce innovative yet functional and comfortable areas for indoor activities in the Wayfarer.

During 2016, the marketing team identified strong competition from all of the major Class C manufacturers. However, knowing from decades of experience how much Class A Tiffin owners valued high quality woodworking, convenient storage, and useful amenities, the designers decided to raise the bar. They included as

standard amenities many items Tiffin's competitors were adding as extras above their advertised base prices.

After careful research and planning, TMH entered the Class C market in February 2017 with two floorplans, the 25SW and the 25TW. Both remained popular as they added the 25RW and the 25LW over the next four years. Each floorplan offers features and amenities that appeal to RVers' varying needs of life on the road, and interactive life in the campsite.

In addition to the host of standard amenities you can easily spot in a walk-through, there are ***other standard features you don't see***.

The plumbing infrastructure, for example:

- the Truma® instant hot water system,
- a house water filtration system,
- a flush system for the black tank,
- accurate percentage measurements for the volumes of fluid in each of the wet tanks,
- a DS exterior service center with clear labels for plumbing, drains, and hook-up points for water and cable.

A walk-around examination of the Wayfarer will confirm ***its claim to superior quality***.

Trickle-down technology from the Class A brands assures the strength of laminated walls built with Tiffin's high-tech fiberglass manufactured by vacuum

extrusion in its own plant near Iuka, Mississippi.

Tiffin pioneered the use of one-piece, formed fiberglass slide-outs, a system patented by Seamless Slide-Outs®, as well as the one-piece extruded fiberglass roof.

Surveying the walls and roof, you will see ***overhead features***:

a 16-foot Girard® wind sensor awning with speakers, an HD "Over-the-Air" TV antenna with amplifier, pre-wire for solar panels, and a 15K air conditioner.

The amenity many RVers missed in all Class C floorplans was the washer and dryer. Most seemed to think it would be necessary to give up another choice feature to find the space for a combo washer/dryer. This year Tiffin solved that problem, added another unique feature, and retained the spacious bath it introduced on the 25RW in 2019.

Introducing the 2022 Wayfarer 25JW

For 2022, Tiffin introduced the Wayfarer 25JW. It has all of the standard amenities mentioned in the preceding paragraphs plus several more. For the first time on a Class C built by any U.S. manufacturer, the 25JW offers as an option the much-requested Splendide washer/dryer combo. No more looking for a washeteria in a shopping center or choosing a campground based on its laundry facility.



A Wall Full of Cabinets

In the PS wall housing the fridge-freezer, TMH has made use of the space with NASA space-age efficiency. The cabinet over the fridge is 24 inches wide (5.4 CF of storage) and has two shelves.

The middle, double-door cabinet with louvered vents conceals the optional Splendide washer/dryer combo. Above the washer/dryer is a second 24-inch wide cabinet with two shelves (6.5 CF of storage).

The wardrobe (22 × 19 × 51) with an automatic LED closet rod is located at the end of the complex. A small compartment above the wardrobe's hanging space houses the controls and displays for the Truma on-demand water heater, energy management, antenna/cable toggle switch, Xantrex inverter, and the Onan gen/start

switch. The 110v and 12v breaker boxes are located in a separate double-door compartment under the wardrobe.

The Galley

Appointed with the expected appliances, the on-the-road chef does not lack for space to prepare a full-fledged dinner in the 25JW. The galley top measures over seven feet in length with a



depth of 24 inches. The two-burner propane cooktop is ready to cook two veggies while the entrée is underway in the microwave/convection grill. The galley is serviced by a double 110v pop-up with two USB charging ports. Two overhead LEDs assure plenty of light for food prep and cooking. The stainless steel sink (15.5" dia. × 7" deep) is complemented with an extended swivel faucet with sprayer head and single lever water control.

Owners will appreciate Tiffin's signature galley window, a horizontal picture window extending the length of the galley with a shade concealed in the valance.

Galley storage in this coach is outstanding for a Class C. Over the sink, the cabinet is 35 inches wide, 18 inches high, and 12.75 inches deep with two adjustable shelves. Notice in the picture

the organization of the storage space under the galley top. Under the sink, you will find 5.3 cubic feet of storage space (24.5 × 21 × 18). The slide-out pantry, another signature Tiffin feature, fits conveniently in the middle. There are three large drawers under the cooktop: The first drawer features a cutting board/food prep area (22.75 × 17.62) that slides back into the cabinet's cavity when not needed, exposing the storage area of the drawer itself (22 × 17 × 3.5). The second and third drawers are the same size.

A reversible 3-speed Fan-Tastic ceiling fan is located in the general interior to exhaust the heat from cooking and also serve as an attic fan to draw in cool air for sleeping at night.

The refrigerator-freezer positioned on the PS wall is adjacent to the entry door. The freezer box (17.5 × 14 × 14) also has significant storage in the door racks (17.5 × 10.5 × 3.5). The refrigerator has two shelves (15 × 15) with two vegetable drawers (9.25 × 8 × 8) underneath. The fridge door has shelves for half-gallon containers.

The TV Viewing and Workstation

In addition, as standard equipment, the 25JW has a surprise: a scaled-down version of the dining bar on Class A coaches positioned in front of a lift-TV. Located Immediately behind the passenger chair, the TV Viewing and Workstation is concealed in a cabinet with a finished 48.5 × 23.25-inch top that provides 8 sq. ft. of workspace. Lifting the strut-supported top reveals a 32-inch HDMI television / monitor and a large workspace for your laptop and printer. A 110v outlet and USB ports are included on the back panel. Just like its counterparts in the Class A coaches, outlets are wired into the cabinet to immediately use the television as an auxiliary monitor for your laptop. The slide-out desk for your keyboard, mouse pad, and notebooks measures 41.5 × 17.25 inches.

The design of the system is perfect for a journalist or researcher to work on the road, especially when the WiFi Ranger option is added. The applications are nearly endless. Two folding chairs come with the



system (not shown). An obvious use is just watching TV with your dinner plates on the slide-out table.

Underneath the cabinet are two com-

partments (each, 21 × 16 × 19): on the left side, the LG entertainment system and the DISH Wally receiver, all standard equipment; the other compartment is for storage.

The Living-Dining Area

Tiffin combined an 80-inch sofa with a Murphy bed into an 8-foot wide slide-out that adds 28-inches of floor space to the living area. The armrests for the sofa have receptacles for drinks and a sturdy mount for dining tables that store under the sink while in transit. The tables pivot easily for sliding in and out of the sofa.

With the opposing countertop lifted to expose the 32-inch television, viewers have a comfortable place for entertainment.

The Sleeping Accommodations

With the "touch of a button" the Murphy bed (a 60 × 74 queen) unfolds and the air coil bed inflates with one connection. Bedding is stored in the three cabinets (6 CF of storage) above the window where you will also find an inverted 110v outlet for a CPAP machine. LED lights are positioned for bedtime reading. A sliding window with screen will facilitate cross ventilation with the opposing PS window. For those who prefer watching TV in bed, the 32-inch LG Smart+ TV in the workstation will serve quite well.

The overhead bunk (40 × 85) offers a comfortable mattress that could sleep the center on the basketball team. The center section of the bunk lifts on struts to make it easy for the driver and passenger to enter the cockpit from the living area.

Entertainment in the 25JW

We have already described the 32-inch standard LG Smart+ television which is part of the TV Viewing and Workstation. An optional exterior 32-inch LG Smart+ TV is available with an auxiliary sound bar mounted in the PS exterior wall under the standard 16-ft. lighted Girard® awning. An AM-FM Jensen radio with Bluetooth and CD has selectable stereo speakers in the ceiling in both the living area and the mid-section.

Electrical, Heating, and Cooling

The Wayfarer 25JW is harness-wired for a 30-amp shore supply that supports a 110v house service and a 12v engineered wiring harness. The coach is pre-wired for two optional solar panels which will trickle



charge the house batteries, a big asset when dry camping. The Wayfarer is heated by a 30K BTU propane ducted furnace, and a wall-mount thermostat with a built-in temperature sensor as you

enter the coach. The camper is cooled by a 15K air conditioner with ducted vents equally spaced in the ceiling. The water is heated by the Truma® Comfort Plus instant hot water heater.

The Bathroom

At three feet wide and 87 inches across the full interior width of the coach, this bath provides a comfort level not found in the competition. Resting on a solid surface countertop, the ceramic bowl lavatory is serviced by a contemporary pump-style chromed faucet. Above the backsplash the 24-inch diameter mirror is elegantly backlit with a pushbutton switch in the mirror itself. Knowledgeable RVers are always concerned about the careful design of interior space to attractively create maximum storage. While it does not appear that large, the contemporary overhead cabinet in this bath has 2.8 cubic feet of storage. The vanity has an enclosed cabinet plus a storage shelf that combine to offer four cubic feet. The ceramic toilet with sprayer used in the 25JW is the same unit installed in the Phaeton's half bath. The 30 × 36-inch shower has two corner shelves for toiletries and soap. The selectable stream shower wand with flexible hose has a thumb valve to conserve water when you are dry camping or in a park without sewer service. The



most innovative feature is a polycarbonate translucent shower curtain that pulls out from a vertical roller housing and latches to the opposite side. Other features include a skylight, two LED lights in the ceiling of the

shower and two LEDs in the main ceiling, a 3-speed exhaust fan, and a chromed bath towel hook and hand towel ring. The screened lower half of a 24 × 35-inch window opens with a push-out lever.


Driving the Wayfarer

If you have driven a large SUV, such as the Chevy Suburban, you have a pretty good idea of how easy it is to drive the Wayfarer. The weight of the two units is very close. All of the Wayfarers handle really well at standard interstate speed limits: 65 or 70 mph. The Mercedes-Benz Sprinter has driving features that are standard on Mercedes-Benz automobiles that you will likely pay extra for on most other brands.

The MBUX multimedia system features a 10.25" touchscreen that accesses Intelligent Navigation (standard equipment in 2022) as well as Smartphone integration for Apple Carplay® and Android™ Autoplay.

The leather-wrapped steering wheel has integrated controls for incoming and outgoing calls on your iPhone or Android, bluetoothing to the speakers in the dash. Using the cruise control levers was intuitive with a simple SET lever for speed and another lever to increase/decrease speed without canceling the cruise function.

The engine produced ample power for passing and climbing hills, although the speed dropped about eight percent with a load equal to about half of the cargo carrying capacity. Although the Wayfarer hitch is rated for 5,000 pounds and has a 7-pin connector, we remind owners to

stay within the 15,250 GCWR. While the Wayfarer is capable of towing a mid-size SUV, I think the M-B Smart or a Fiat 500 would be a great match for the Wayfarer if you should decide to take it on a cross-country tour. We pulled the Smart behind the Allegro Breeze for two years and loved it despite the car's hard suspension. If you are looking for a Class C with luxurious features or you're ready to downsize from a Class A, you should make an appointment to test drive the 2022 Wayfarer. 

Please note:
More information on Spyder controls and M-B safety features are in the *RIS 19:1* digital edition.

SPECIFICATIONS: Model tested 2022 Wayfarer 25 JW, One Slide

Base MSRP: TBA at Tampa Super Show MSRP as tested with options: TBA at Tampa Super Show

STANDARD FEATURES

Structural

Full one-piece fiberglass Front Cap, Rear Cap and Roof
Durable, yet lightweight, tubular aluminum wall skeleton

Automotive

CHASSIS FEATURES

3.0 6-Cylinder Turbo Diesel Engine with 7-speed Automatic Tip Shift Transmission
188 HP/325 lb Torque
Aluminum Wheels
SumoSprings Ride Assist System
BigFoot® Hydraulic Leveling System
GVWR- 11,030 lb
GCWR- 15,250 lb
GAWR Front- 4,410 lb
GAWR Rear- 7,720 lb
170.3" Wheel Base
24.5 Gallon Fuel Tank
4.8 Gallon DEF Tank 1
5,000 lb Rated Hitch with 500 lb Vertical Tongue Weight and 7-pin Connector

SAFETY FEATURES

Attention Assist
Traffic Sign Assist
High Beam Assist
Active Brake Assist (Collision Mitigation)
Lane Keeping Assist
Load Adaptive Electronic Stability (ESP)
Active Distance Assist Distronic

Plumbing and Electrical

Truma® Comfort Plus Instant Hot Water Heater
Spyder Multiplex Coach Control System
Two 12 V House Batteries (Group 27/180 Amp Hours)
30 Amp 110 V House Service
Power Cord — 30' Permanently Attached
3.2 kw Diesel Generator
2000 Watt Inverter Pure Sine
110 V and 12 V House Load Center with Power Converter
HD Over-the-air TV Antenna
Prep for Satellite
Pre-wired for Solar Panels
15 K Mid Air Conditioner
Park Cable and Ground Satellite Hook-up
Wall-mount Thermostat with Built-in Temperature Sensor
30 K BTU Propane Ducted Furnace
12 V Engineered Wiring Harnesses
Heated Holding Tanks

General Exterior

Girard® 16' Wind Sensor Awning with Speakers

Automatic Lights in Exterior Compartment Doors
Entrance Door Assist Handle

Driver's Compartment

MBUX Multimedia System with 10.25" Touchscreen
Intelligent Navigation
Smartphone Integration For Apple Carplay® and Android™ Auto
Tray for Smartphones with Charging Ports
Instrument Cluster with Color Display
Leather Wrapped Steering Wheel with Integrated Controls
Emergency Call System
Wireless Internet Access
Keyless Start
Power Cab Door Locks and Windows
Windshield with Filter Band
Rain Sensor for Windshield Wipers
Manual Parking Brake
Heated/Electric Adjustable Mirrors
Optional Side-view Cameras
Black Leather, Heated, Power Adjustable Driver and Passenger Seats (Both with Swivel Base)

Living Area / Dinette

House Radio/DVD/Bluetooth
Flush Mount Windows
Overhead Bunk
Dining Bar with Flip-Up TV on Passenger Side

Galley

LP Cooktop with Built-in Cover
Convection Microwave
Single Bowl Sink
Designer Faucet
Over-the-counter Lighting
Under-the-counter Lighting
Fire Extinguisher
110 V Outlet
Countertop Extension
12V 6.5 Cubic Foot Refrigerator

Bath

Vanity Storage
Porcelain Vessel Sink with Chrome Faucet
Fan-Tastic Vent Fan
Shower Head Adjustable for Height
LED Lighted Mirror

Bedroom

Inverted Outlets in Bedroom for CPAP Machine
USB Port with 110 V Plug
Wardrobe
LED Reading Lights
Automatic LED Closet Rod
Queen Sofa Murphy Bed

General Interior

Stereo System with Separate Speaker Zones
LED Lights
Privacy Shades
2 Captain's Chair Lounge Cushions
Soft Vinyl Ceiling
Combination Carbon Monoxide and Propane Detector
Fan-Tastic Vent Fan
Swivel Tables

OPTIONAL FEATURES ON THIS COACH

OPTIONAL FEATURES AT NO CHARGE

50th Anniversary full body paint
Champagne Interior
Linen Cabinetry
Linoleum Flooring

OPTIONAL FEATURES, ADDITIONAL COST

Complete Solar System with Solar Panel
Lithium Drop-In Solution
In-Motion Satellite
Side View Cameras
Central Vacuum System
Combo Washer/Dryer
WiFi Ranger with LTE

OTHER OPTIONAL FEATURES AVAILABLE

OPTIONAL FEATURES AT NO CHARGE

Sterling Interior
Mink Interior
Oasis Interior
Russet Cabinetry
Sandstone Cabinetry

OPTIONAL FEATURES, ADDITIONAL COST

Exterior TV
Gas/Electric Refrigerator
Overhead Entertainment Center
Acier Grey & Chateau Cabinetry

MEASUREMENTS

Wheelbase — 170.3"
Overall length — 25' 8"
Overall height— 11' 4"
Interior height — 80"
Overall width — 90"
Interior width — 87"

WEIGHTS & CAPACITIES

GVWR — 11,030 lb.
Front GAWR — 4,410 lb.
Rear GAWR — 7,720 lb.

GCWR — 15,250 lb.
UVW — 10,200 lb. as tested
CCC — 830 lb.
Trailer hitch capacity — 5,000 lb.

POWER TRAIN

Engine — 6-Cylinder Turbo Diesel 188 HP
Torque — 325 lb
Transmission — 7-speed Automatic Tip Shift Speed Transmission

CHASSIS

Model 3500XD Dual Rear Wheel Cutaway
Engine 3.0L 6-Cylinder Turbo Diesel
Horsepower @ RPM 188 hp @ 3,800 rpm
Torque @ RPM 325 lb-ft @ 1,400-2,400 rpm
Transmission Automatic Transmission, 7G-TRONIC plus
Configuration DOHC
Induction System Common-Rail-Direct-Injection
Bore/Stroke 83.0 mm/92.0 mm
Leveling: BigFoot Hydraulic

CONSTRUCTION

Body — Laminated floor, sidewalls, roof
Roof — One-piece, moisture resistant molded fiberglass roof cap provides insulation and strength and prevents water intrusion
Support — Durable, yet lightweight, tubular aluminum wall skeleton
Front/rear body panels — One-piece fiberglass caps
Exterior side panels — Gel-coat fiberglass walls with full body paint

ACCOMMODATIONS

Sleeps — 3
Fuel tank — 24.5 gallons
Freshwater — 25 gallons
Black water — 28 gallons
Grey water — 36 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

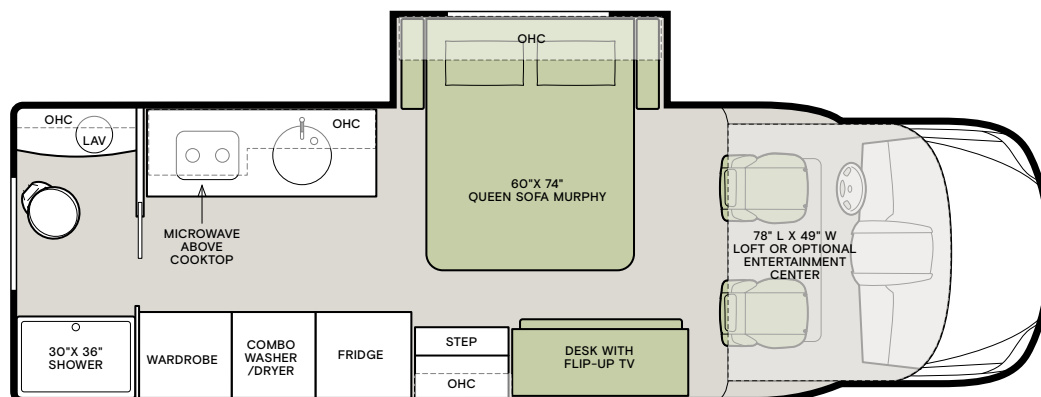
This is the approximate weight of the vehicle with a full fuel tank, engine oil, and coolants. The UVW does not include cargo, fresh water, LP gas, passengers, or dealer-installed accessories.

DEALERS

To locate a Tiffin dealer nearest you, go to 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.



OPT. EXTERIOR TV



Jonathan Osborne

VICE PRESIDENT FOR SERVICE OPERATIONS

Perhaps it was bit of serendipity or just reciprocal good luck that Leigh Tiffin found Jonathan Osborne to fill a key position Tiffin Motorhomes had created for a Vice President of Service to supervise, reorganize, and improve the functionality and general operations of the company's three service centers.

Osborne had decided in January 2021 to make a major career change. He and his wife, Elisabeth, and their three young children were located in Salt Lake City where his ascending career path had led to key management positions with Subzero Engineering. Both his and Elisabeth's parents live in the Huntsville, Alabama area—a 1,700-mile drive from Salt Lake City—causing them to miss the frequent and close multi-generational relationships enjoyed by children, parents, and grandparents. It was time to bring families together. Elisabeth is the third generation of her family to live in Huntsville. Her grandfather was one of the German rocket scientists who came to Huntsville with Werner Von Braun in 1945.

Osborne grew up in Kissimmee, Florida where his father was in construction management. His career took the family to Huntsville where Osborne enrolled in the University of Alabama-Huntsville, taking a B.S. degree in 2005. He became an avid soccer player in high school and played on the UAH soccer team (NCAA-AA division).

"I started my career at Redstone Arsenal, Huntsville's largest employer, in acquisitions for aviation parts," he began. "My career there moved from obsolescence management to studies on the sustainability of parts."

He then accepted a project management role in systems integration. "We pulled components from many different areas and integrated them into products that were under development," he explained. "We improved navigation systems and infrared visibility technology in command weapons stations. In addition to

Text and on-site images by Fred Thompson

developing detection technology to locate IEDs, we built ballistic plates to go on the bottom of command vehicles to protect military personnel from IED explosions.”

He decided in 2010 that an MBA would enhance his career options and enrolled in the Owen Graduate School of Management at Vanderbilt University in Nashville. He completed the program in 2012 with a focus on strategy and finance.

Osborne joined the product management team at Emerson Network Power (ENP later became Vertiv). “We developed the cooling and power systems for large data centers,” he said. His experience at ENP led to a senior management position with SubZero Engineering where he served as general manager building the rack infrastructure and data center containment.

“In late November 2015, we opened SubZero Engineering EMEA in Dublin, Ireland, where we launched a product we called ‘Essential Micro Data Centers,’” Osborne continued. “It gave me the opportunity to apply my studies at Vanderbilt in international business.”

At the end of the decade, SubZero was at a new level where a future development scenario was about to take place. “The company had made a full financial turnaround and was profitable with plants in Salt Lake City, Fontana, California, and Dublin, Ireland. I gained a lot of experience during those years and was ready to look for a new challenge,” Osborne said.

During that time, Jonathan and Elisabeth had started their family and now were enjoying Caroline, 9, Abigail, 7, and Samuel, 3. Being located in the heart of the Rocky Mountains, the Osbornes began using most of their vacation time to visit the national parks. “There was so much to see, but staying in hotels every time we traveled was not a good experience with the children,” he related.

They decided on a pickup and a fifth wheel and began a camping experience over the next two years that tripled their enjoyment of family vacations. “We visited Yellowstone, the Tetons, both sides of the Grand Canyon, Lake Tahoe, and the national parks in Utah. Camping with the family was the best antidote possible from my high pressure job. What a relief not to check in and out of hotels,” Osborne exclaimed.

He began in January 2021 to network and put out resumes as his search began for a new and challenging career. “I had done business with G&G Steel in Russellville, Alabama, while I was with SubZero, and decided to send them a resume. There were no openings there but they forwarded my resume to Leigh Tiffin,” Osborne said.

Top right: “We discovered that a pickup and a fifth wheel fit our camping style, at least for now,” Jonathan said. “Our children took to this new lifestyle immediately.” ♦ Jonathan and his backpacking buddy, Samuel, 3, covered a lot of territory each day as the family hiked in the national parks.





Left-to-right: Elisabeth, Abigail, Samuel, and Caroline take turns using the telescope to view the sites on the far horizon. ♦ *Below:* As vice president of service operations, Osborne will be working closely with service center managers in Red Bay, Winfield (Class C campus), and Burnsville (Fifth Wheel campus). He is visiting here with Ricky Scott, left, and technicians Jeremy Higginbottom and Charles Colburn in Red Bay.

Leigh was favorably impressed with Osborne's resume and called to discuss where his skill sets and experience would be a good fit to help Tiffin. "We both realized the company needed me most in their service centers. I was excited to apply my past



management experience in the expanding recreational vehicle industry, especially due to my family's newfound love of camping and enjoying the outdoors," he said.

Soon after accepting the position, Osborne spent time in Indiana to learn about THOR's integrated parts and distribution systems. "I toured several RV plants that were manufacturing recreational vehicles to learn how they utilize their access to the RV parts and components manufactured by companies owned by Thor Industries," he explained. "Of course, this affords Tiffin Motorhomes an advantage they did not have prior to joining THOR.

"As I evaluated our resources in service here at Tiffin Motorhomes, I realized immediately how blessed we are in our service centers with the team spirit as well as the depth of skill and talent. We have a great foundation to build on," Osborne noted.

"We will take the best service experience in the RV industry to the next level. It is important to owners to make transparent how our service system operates," he said. "We will develop the same standards at the service centers for VanLeigh fifth wheels and Class C Wayfarers. Fifth wheels will receive major service at the service center in Red Bay. The Wayfarer service center in Winfield with its campground can also look forward to improvements in service capabilities. We are very bullish on how much the Wayfarer product line can grow in the market."

"Currently, there are 220 service personnel in Tiffin's Red Bay service center: 68 in the customer contact center for service and parts; 32 in shipping and receiving; and 120 service, paint, and windshield technicians. We are looking for more people to train. In training new people, we will initially focus on process, and then on technical training and certifications. Our communications team in the service and parts center will also focus on providing our dealers' service facilities with engineering documentation," Osborne emphasized.


"We are addressing the staffing of the customer contact center," he said. "In November, we handled 34,572 phone calls. The average handling time was 5.5 minutes. The average time in the queue was 7 minutes, 30 seconds. A good example is the handling time for questions about DirecTV. We handled those problems in an average of 4 minutes per call. We processed calls regarding electrical issues in an average of 7 minutes per call, with a queue time of 6 minutes each."

In prioritizing his game plan for 2022, Osborne outlined three areas:

Modernize our tools and systems, our freight management system, and our phone system. Improve internal scheduling and movement of each coach.

Focus on the initial quality of each repair to avoid repeated repairs on the same problem.

Insure and maintain the legacy of Tiffin Motorhomes as we modernize and refocus our plan for improvement and growth.

"I am planning to visit dealerships to get feedback and learn how we can better support them. I also will be talking to customers regularly through our evaluation process, which is my favorite part of this job," Osborne assured. 

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Visit Lively, Lovely Santa Cruz!

Towering Redwoods, Abundant Sandy Beaches, A Historic Boardwalk, and Wildlife Galore

TEXT AND PHOTOGRAPHY BY SUZANNE CLEMENZ

SANTA CRUZ is a casual yet bustling town about 70 miles south of San Francisco at the northernmost point of Monterey Bay. Its 63,000 citizens enjoy seemingly endless geographical, natural, and cultural riches, including a near-perfect year-round climate. Its allures no doubt tempt residents to join the visitors outside, reveling in the ambiance and

enue, with its shops and sidewalk cafes was new then, and full of promise. Decades later, would the charm and joie de vivre of Santa Cruz still be alive?

Back in the day, our summer beach group would first ride the roller coaster and other rides on the exhilarating Santa Cruz Beach Boardwalk. Then we'd grab fish 'n chips before ex-



listening to the bugling gulls and barking sea lions. That's what I remember from my college days on the lower San Francisco Peninsula, when Highway 17 was a magic carpet ride to almost unlimited beaches. The downtown pedestrian mall of Pacific Av-

From left: At 10 a.m., downtown Santa Cruz's Pacific Avenue pedestrian mall is quiet, but an hour later it is thronged with shoppers, diners, walkers, and entertainers. ♦ Input from the Roaring Camp Big Trees excursion says that young redwoods like these gain their full height before really putting on girth at about 100 years old. ♦ This scaled-down replica of the original

ploring the shops opening on the Municipal Wharf adjacent to the Boardwalk. Next, the main event—romping in the surf and sand for the afternoon, followed by warming up by a beach fire with roasted hot dogs and s'mores. Students from San Francisco Bay area colleges dotted whichever beach we chose. Thursday through Sunday. As fledglings in the world, we were somewhat oblivious to the towering redwood forests of the Santa Cruz Mountains, the whales and marine mammals of Monterey Bay, and the history of the Santa Cruz area. Now it's fun to see what I missed, knowing the intervening decades provide new interests and insights. Let's explore Santa Cruz, past and present.

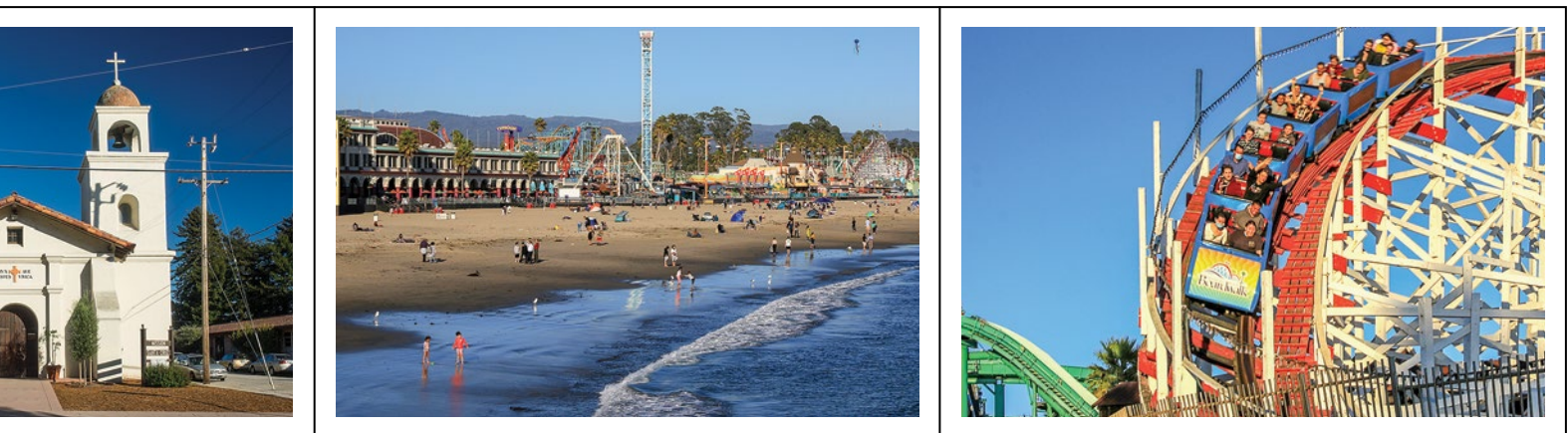
The Santa Cruz Emergence Story

Six miles north of Santa Cruz off Highway 17 is Scott's Valley, population 12,000. Currently, that is. The population of the original inhabitants is unknown, but 10,000 years ago the natives had cultural ties to Asia. This is verified by carbon-dated artifacts found here in the 1980s, now displayed at Scott's Valley City Hall. Only a small number of U.S. sites have been continuously occupied for 10,000 years. Remnants of three succeeding cultures have been excavated, including the Ohlone Tribe, who were making a good living hunting and harvesting natural resources right up to modern times. About 26,000 Ohlones inhabited coastlines from the San Francisco Bay and Peninsula to the Santa Cruz and Monterey areas. Then vanguards of Spanish explorers arrived. They reported Ohlones' domed dwellings that were six to twenty feet wide built of bundled tules (too-leez)—a giant, hard-stemmed bullrush. The Ohlones also made two-paddled canoes from bundled and tied tules, from which they harvested Monterey Bay's marine resources. Over thousands of years, they had mastered their environment. Yet when eastern Americans arrived the Ohlone culture had almost been annihilated.

In 1542 Juan Rodriguez Cabrillo explored the Pacific Coast for Spain, noting but not naming Monterey Bay on his maps. Sixty years later, Spanish captain Sebastian Vizcaino named the bay.

These explorers were faded memories to the Ohlone when in 1770 the Spanish Franciscan padre Junipero Serra arrived from the south with his supply ship San Antonio and an overland group of Spanish workers and soldiers. Within 21 years Spanish missions in Monterey and Santa Cruz were completed in addition to others farther south. Santa Cruz Mission's original site on San Lorenzo River's banks wasn't the only mission undermined by seasonal torrents that necessitated rebuilding on higher ground. The missionaries conscripted Ohlone labor, ostensibly to Christianize them. Instead, they often managed them with brutal zeal in what were the last decades of the Spanish Inquisition. Later arriving padres who reported ubiquitous cruelties to Spanish authorities were removed from California. An engaging, eye-opening book by three-time Pulitzer Prize nominee Elias Castillo, *A Cross of Thorns: The Enslavement of California's Indians by the Spanish Missions*, factually strips away the rose-colored legends about how Indian tribes fared under most Spanish padres. Allegations in Castillo's book's footnotes cite many original letters and reports from or about the 1700s and 1800s missions, often authored by Junipero Serra himself. Castillo spent ten years researching this book. California missions' Indians occasionally rebelled. The strangulation of a Santa Cruz mission priest in 1812 was retribution by the Ohlones for, among other horrors, punishment with metal-tipped whips for minor infractions and working all day with wooden shackles on their feet. Ohlone women and children were not spared.

Rain, dampness, and an earthquake tumbled the adobe walls of the original Mission Santa Cruz. Now a parish church stands beside a donated half-scale replica of the original Mission Santa Cruz. A rebuilt Ohlone dormitory contains a small museum in the Santa Cruz State Historical Park at 144 School Street, open from 10 a.m. to 4 p.m. Saturdays and Sundays. Currently, Ohlone descendants from the San Francisco and Monterey Bay areas are researching and reviving remnants of their culture, rituals, and dialects, and working toward becoming a federally



Santa Cruz Mission, that an earthquake destroyed, is on the original mission grounds. ♦ The Santa Cruz Wharf takes in the lapping tide, the broad beach, one of the 18 volleyball courts, kite flying, the arcade building, and 40 rides. ♦ The Big Dipper roller coaster clatters by, its riders shrieking their joyful fears. The green coaster is a less scary water flume ride.

recognized tribe. Surviving Indian lineages native to the region collectively call themselves the Muwekma Ohlones.

Politics intervened before the Ohlones died out completely from European diseases and deprivations by their captors. Fund-

ing for all 21 California missions dried up when Mexico won its independence from Spain in 1821. The Mexicans intended to give each Indian family several acres of land, but the Spanish had already given huge tracts of land to California loyalists who then created ranchos for cattle-raising. Mexico also secularized all mission property except a bare minimum in 1833, fearing to have large land tracts controlled by the Catholic church rather than generating revenue for themselves. They encouraged settlement by Mexican citizens, and also gave land grants to loyalists. The Ohlones, their homelands long gone, had little choice but to work on the rancho, as the priests had not taught them Spanish or reading. In spite of gross ineptitudes by the padres and the Spanish, many missions began to flourish by continuously conscripting Indian labor from farther-flung Ohlone villages. The missions' Indian death rate was extremely high.

California's Stormy Past

With the armed Mexican-American War from 1846 to 1848, the United States wrested the possession of Alta California from Mexico. California became the 31st American state in 1850. Owners of Spanish and Mexican land grants went through lengthy, expensive legal processes to prove ownership of their land in compliance with the Spanish or Mexican terms of the grants. Ultimately California's Public Land Commission confirmed 604 of 813 land grants. Those not confirmed became public land, but none was given to California missions' Indians. Modern Santa Cruz County communities still include some named after grantees, like Aptos, Soquel, Pinto, San Andrés, Corralito, and Pajaro. The first American settlers and government officials in California had similar attitudes to the Spanish and Mexican occupiers. Americans budgeted government massacres of what few California mission Indians remained alive and functioning [/newsroom.ucla.edu/stories/revealing-the-history-of-genocide-against-californias-native-americans](https://newsroom.ucla.edu/stories/revealing-the-history-of-genocide-against-californias-native-americans) Eventually, the Indians were so few and far apart that they were simply ignored. Tourism of the missions was

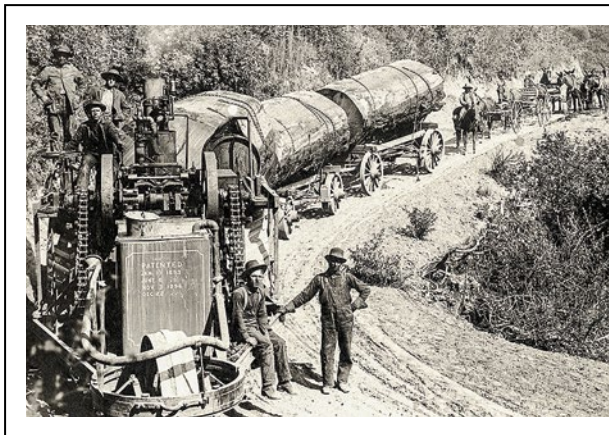


A large mural plus artifacts and exhibits bring to life an Ohlone Indian village and their tools, food gathering, dwellings, clothing, and natural resources.

mission practices, but the weight of evidence in Elias Castillo's *The Cross of Thorns*, and other books, is undeniable. Today's Indians have adapted most remarkably while holding sacred their languages and traditions.

From Past Turmoil, a Fruitful Present

Santa Cruz County is small. It is 29 coastal miles long by 10 forested miles deep, from the Pacific beaches to the crest of the Santa Cruz Mountains. There are giant redwood forests, wine-growing areas, almost continuous beaches, and 63,900 acres of farmland. Americans who found their way to Santa Cruz by land or sea after statehood saw numerous opportunities that weren't on Spain or Mexico's radar at the time. With knowledge of technology, commerce, science, civic government, irrigation, market-



good for the economy, and was promoted. Also promoted was the myth of the paternal mission priests and their happy Indian workers. We collectively ignored whispers of repression of the Indians and the reports by foreign explorers about reprehensible

From left: This 1900s logging machine is bringing redwood trunks from the woods to the Felton Railroad. The machine was patented in 1896. ♦ Entrepreneur Frederick A Hihn, a Santa Cruz founding father, built this mansion in 1872. ♦ Graceful hand-crafted fences brimming with flowers and shrubs are signs you're on Santa Cruz's Victorian Walnut Street with its restored

ing, and more, they transformed the West, including California. Businessman and developer Frederick A. Hihn arrived in Santa Cruz in 1849 and opened a mercantile store, bought up real estate, created logging operations, and built horsecar lines and the Santa Cruz –Felton Railroad. In 1858 Albion Jordan and Isaac Davis built a facility with kilns for producing lime, an essential ingredient for mortar and cement. By 1878 they produced half the lime needed in all of burgeoning California. They had their own shipping wharf, but subsequently sold the business to Henry Cowell. The Santa Cruz Electric Light and Power Company was formed. A powder factory converted wood into charcoal, an essential element of gunpowder. Tanneries produced the leather drive belts needed by factory machinery, as well as farm, home, and personal goods. The Spanish and Mexicans raised cattle for the mission's needs but primarily for their hides, with which they bartered with trade ships. Beef fat became tallow for cooking, candles, and soap. The pioneer Americans greatly expanded and sold all uses of beef. Chicken ranches flourished. Waterfront fish markets expanded from local to regional when the Santa Cruz Railroad extended lines to San Francisco. Several types of hand-woven commercial fishing nets were sold until the mid-1930s. Two fish canneries were successful. Beachside facilities enticed tourists. An 1894 article about Santa Cruz in *Harper's Weekly* magazine gave the town national exposure that increased tourism. Santa Cruz promoters touted the town's assets to the California Central Valley populace to vacation or move there. They did. Even a huge 1894 fire that gutted downtown Santa Cruz became an opportunity for a promotional event, the successful 1895 Venetian Water Carnival, which was revived sporadically.

The town was like a cork. In spite of a major downtown fire, numerous other business fires, at least one big flood, and the major 1857 earthquake, Santa Cruz kept bouncing back. Glimpse some of its early charms via walking tours of Victorian, East-lake-Victorian, and Colonial Revival neighborhoods where the wealthy built their towered and fretworked homes. Enjoy other

walking tours of downtown and the 30-acre historic lime kiln. Google *Santa Cruz Historic Walking Tours* to download pdf brochures. (Also look for Visitor Information Kiosks at New Leaf markets in downtown Santa Cruz, Capitola, and Aptos.) Agriculture burgeoned. Outside of county towns, apples, onions, artichokes, Brussels sprouts, potatoes, sugar beets, tomatoes, grapes, wheat, hops, lettuce, and several types of berries were among thriving crops.

The 1849 Gold Rush to California's Sierra Nevadas and the 1850 declaration of California statehood hastened the arrival of settlers and fortune seekers from the eastern United States. Retail shops, restaurants, taverns, lodging, and seaside resorts opened. The Pacific Coast Highway (Highway 1,) built from 1918 to 1937, follows the shoreline from Baja California to Port Angeles, Washington. It greatly increased day trips and weekend stays between Santa Cruz and San Francisco. Highway 17 through the Santa Cruz Mountains between San Jose and Santa Cruz was completed in 1940. That gave eastern San Francisco Bay cities and the south bay's San Jose quick access to Santa Cruz. West bay residents jump onto U.S. Hwy 280 south through the Santa Cruz Mountains to Hwy 17 and Santa Cruz. Smile at cars full of beach-bound college students from all over the Bay Area, still chasing my footprints in the sand.

Natural History Museums

To learn about Santa Cruz's natural resources of land and sea, visit three engaging museums. The University of Santa Cruz (UCSC,) located northwest of downtown, has a separate coastal biology research campus along McAllister Way at the town's north end. The 87-foot long blue whale skeleton outside UCSC's **Seymour Marine Discovery Center** is mind-expanding. Visit exhibits of living octopuses, starfish, sea urchins, eels, sea jellies, rockfish, and sharks. Some creatures are touchable. Listen while docents illustrate current USCS marine research projects. Take McAllister Way past the blue whale skeleton or walk the dunes



Victorian homes. ♦ This columnar house corner with a domed roof is typical of Victorian homes, like those on Walnut Avenue and two other old walking-tour neighborhoods. ♦ When it opens after Covid restrictions, you'll see state-of-the-art exhibits and hands-on displays at this Monterey Bay Marine Exploration Center.

trail behind the Center to Terrace Point's gray whale skeleton and expansive shoreline vistas. Visit the Center itself from 10 a.m. – 4 p.m. Thursday through Sunday. Admissions are from \$8 to \$11, free for age two and younger. ♦ The remarkable **Monterey Bay**



National Marine Exploration Center is across the traffic circle from the Municipal Wharf at 35 Pacific Avenue. Here, exciting exhibits and interactive electronic displays absorb visitors in the underwater wonders of 4,900- foot- deep Monterey Bay Canyon. This marine ecosystem is downright dazzling. The Exploration Center was closed for Covid during my Santa Cruz visit—a big disappointment. You'll enjoy their website, montereybay.noaa.gov/vc/sec/visit.html, which provides marvelous information. ♦ The **Santa Cruz Natural History Museum**, in a charming old house at 1305 East Cliff Drive, is small yet very active. It has many field trips, speakers, and online presentations to enjoy. One museum room has hand-made artifacts and a diorama of the Ohlone culture. Others have changing exhibits. ♦ **The Monterey Bay Aquarium**, 30 miles south, is a thrilling must-see. Allow most of a day or spend a couple of days taking in museums and a sophisticated art scene on the Monterey Peninsula's three towns.

By the Beautiful Bay

Beach lovers, Santa Cruz rewards you with 29 miles of idyllic sandy beaches. Time your visits to your interests, as incoming high tides shrink your beach back toward the bay's shoreline bluffs, while low tides expose colorful tidepools. Check tide times and data at the very understandable surfing forecast at swellinfo.com/surf-forecast/santa-cruz-california. Many beaches have hiking trails above the bluffs, and there are sea, sand, and dunes birds to ID. The attractions listed below are north to south along coastal drives from Ano Nuevo State Beach 21 miles north of Santa Cruz to Sunset Beach State Park, 17 miles south. Many beaches suit particular activities like kite-flying, volleyball, tide pools, butterfly trails, windsurfing, etc. Search santacruz.org/things-to-do/beaches/#search-filter, click *Things to Do*, then *Beaches*, then *parks.ca.gov* for details about facilities, activities, events, campgrounds, reservations, downloadable brochures, and a phone number. Not all reservable campgrounds are for motorhomes. See *Where to Roost Your Rig* on page 53 for RV camping choices in Santa Cruz County. A hookup site at beach level in Seacliff State Beach is \$65, and upland campgrounds like New Brighton Beach, above the bluff, is \$50 for the 11 electric-only sites. Inclement weather can sometimes close beach campgrounds. A day use entrance fee at any State Beach is good for all State Beaches and State Parks for that day. Shoreline attractions and beaches for special interests are listed north to south. At high points near any beach, scan the water for whale spouts.

From top: The high tide at Its Beach has hidden the sand. At low tide you can walk under the rock arch. This is just north of Lighthouse Point on West Cliff Drive. ♦ At Natural Bridges, the ocean nibbles at what was the middle arch of three known arches. The outermost arch fell in 1905 or 1906. The innermost arch fell in 1980. ♦ West Cliff Drive offers endless scenery. Here, at high tide the beach at Natural Bridges State Beach is inundated and the bridged rock, left, looks waist-deep. ♦ The Santa Cruz water temperature is 57.9 F in September and 52.5 F in April. Areas on both sides of Lighthouse Point are famous surfing beaches.



In the Santa Cruz area, Monarch butterflies winter in eucalyptus groves behind Natural Bridges and Lighthouse Field State Beaches. December through February is prime time. ♦ The Santa Cruz Lighthouse Museum has exhibits relating to the origin of surfing in mainland U.S., which happened in Santa Cruz when three Hawaiian princes visited.

♦ **Ano Nuevo State Park**, north of Davenport on Hwy 1, is famed for its colony of Elephant seals. Whether self-guided or with a docent, a permit is required. December through March is prime viewing time, although some Elephant seals are always



there. Seeing them is a three-mile, moderately difficult round-trip dunes walk. Preview it here: parks.ca.gov/?page_id=27613.

♦ **Natural Bridges State Beach and Monarch Trail.** On West Cliff Drive watch for the Natural Bridges vista point at an abrupt right-angle curve, and bring a camera. Photograph the offshore mudstone bridge below you as waves break around and under it. At the park entrance and visitor center, an accessible trail leads to a eucalyptus grove where Monarch butterflies overwinter. Salt and freshwater marshes and an estuary offer great



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This ride's top tilts as it swirls for some high-flying excitement at the Boardwalk. Nine of the 40 rides are rated "thrilling." ♦ Carousel enthusiasts will appreciate the 1911 Looft carousel, a National Historic Landmark, for its brass rings, pipe organ, and handsome hand-carved mounts.



birding ops. The small, somewhat windy beach around the natural bridge is great for kite flying and windsurfing, as well as surfing, tide-pooling, and birding. Challenge yourself to capture the waves crashing around the rock bridge with your camera or on canvas, especially at sunset.

♦ **Lighthouse Point** (city-owned) and **Lighthouse Field State Park** are beside West Cliff Drive. Here the Pacific Ocean's diagonal waves collide with Monterey Bay's northwest corner. A rocky spit creates a raised area for watching nearby surfers skitter through Steamer Lane's three- to fifteen-foot waves. Between waves, enjoy views of the Santa Cruz Municipal Wharf and the Boardwalk's roller coasters. Also on the spit is the **Santa Cruz Surfing Museum's** Mark Abbott Lighthouse. Surfing was introduced to the mainland United States by three student Hawaiian princes who visited Santa Cruz in 1885. Photos and gear recount

the sport's early days. It exhibits surfing's chronological history, the evolution of surfboards and wetsuits, and surfing memorabilia. Open noon to 4 p.m., Thursday – Monday. Check out the waves at **Lighthouse Field State Beach** (aka It's Beach) on the Pacific side of the point. Monarch butterflies winter November to March on a trail behind the parking lot.

♦ **Cowell State Beach and Santa Cruz Main Beach.** These two beaches are a continuum, with Cowell Beach to the west of Municipal Wharf and Santa Cruz Main Beach to the southeast. Cowell is one of the better swimming beaches in the area. There are 18 professional **volleyball courts** on Main Beach. Use unreserved courts any time. cityofsantacruz.com/government/city-departments/parks-recreation/parks-beaches-open-spaces/beaches-aquatics Non-motorized watercraft are launched here, at Main Beach, and from the Municipal Wharf from April through October. Santa Cruz Rentals on the Wharf provides non-motorized and motorized watercraft.

♦ **Santa Cruz Municipal Wharf (The Wharf).** From the West Cliff Drive traffic circle choose to park on the Wharf or in large parking lots along Beach Street across from the half-mile long



Boardwalk. Allow two to four light-hearted hours or more for The Wharf. Rent gear and catch fish from perch to halibut from The Wharf, license free. With a license you can rent a motorized skiff from Santa Cruz Boat Rentals and head out deeper for perch, ling cod, rock fish, salmon, halibut, and much more. Google *Fishing from a skiff, Santa Cruz*. There are seven great casual seafood restaurants and eight cooked-to-order take-out cafes on The Wharf, plus many enjoyable shops. Stop at peep-holes to watch Sea lions napping and jostling below on the Wharf's underpinnings.

◆ **Santa Cruz Beach Boardwalk** runs along Beach Street from the Moorish-style Neptune's Kingdom building, then east to the 1924 Big Dipper National Historic Landmark wooden roller coaster. In Neptune's Kingdom you'll find a two-story miniature golf course, many arcade games, foosball, air hockey, ping pong, pool tables, snacks, and drinks. Continuing east you'll find the beautiful 1911 National Historic Landmark Loeff carousel, still with rings to snatch and toss. The Big Dipper is at the east end. The Boardwalk has food venders and 40 amusement rides that elicit screams from thrilled visitors as they climb, plunge, swirl, and white-knuckle the rides. There are 11 kiddie rides, 16 family rides, and nine thrill rides. Strolling the Boardwalk and game buildings is free. Daily wristband passes are \$30 - \$60, 2022 Season Passes are \$90, or use rechargeable MyBoardwalk cards. See prices at beachboardwalk.com/tickets/#ridetickets. Check the times and dates of rides and arcades at beachboardwalk.com/hours/. In winter, rides are open weekends and holidays only, and the arcade, daily.

◆ **Twin Lakes State Beach's Seabright Beach and Santa Cruz Harbor's Boat Trips.** Seabright Beach straddles Santa

From left: Gilda's Restaurant, 37 Municipal Wharf, cooks perfectly seasoned calamari with dipping sauces. The veggies are al dente, and the potato is fluffy. Then...triple-berry pie! ◆ A fortunate few with rigs up to 42 feet can camp with full hookups in Santa Cruz Harbor RV Park. The location is central to everything. The key is to make a reservation EARLY! ◆ 'Two Humpbacks to starboard!' This was no doubt the surprise of a lifetime for the kayaker. ◆ Full hookups right next to the beach and golden sunsets make Seacliff State Beach a very popular campground, just south of Capitola. ◆ Roaring Camp's Big Trees excursion train stops at the depot, then chugs into the Santa Cruz Mountains redwoods. It uses old logging train tracks and trestles—updated, of course.

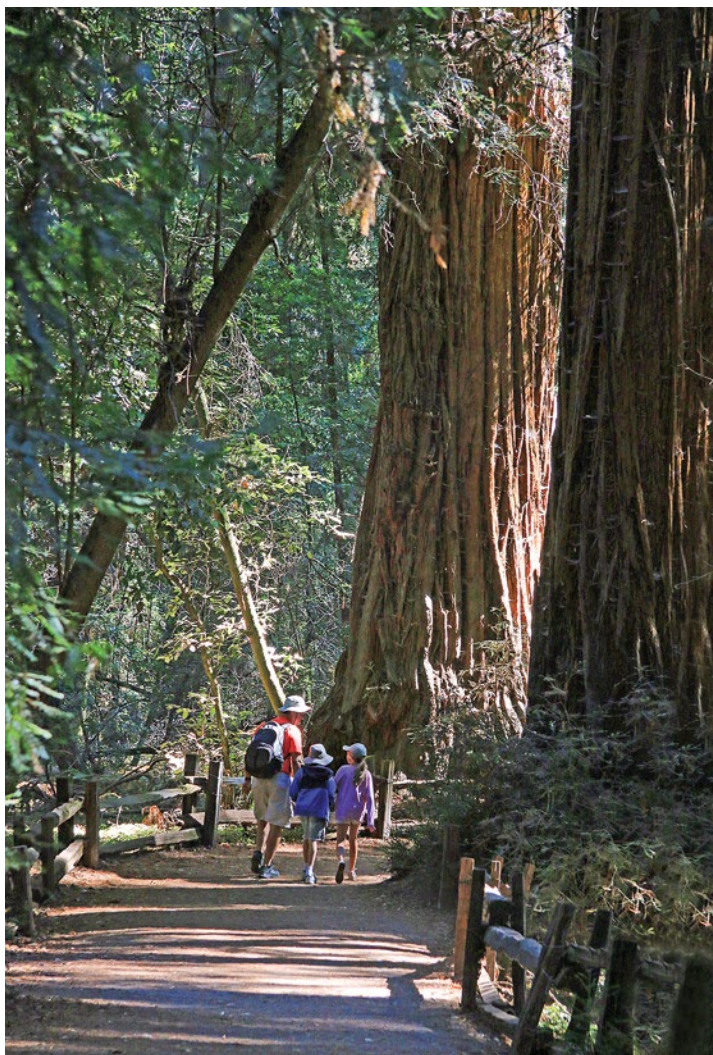
Cruz Harbor's entrance for a leisurely mile. The park extends back from the beach to encompass Twin Lakes, so birders can locate freshwater, riparian, and saltwater species. Artists and camera buffs love beach views that include many sailboats, paddleboarders, breaking waves, and the Walton Lighthouse on the north side of the harbor. Two restaurants are adjacent to the beach and harbor—I loved The Crow's Nest. You can book whale-watching cruises, kayak rentals and guides, fishing charters, stand up paddleboard (SUP) lessons, plus sunset and full moon paddles, at Santa Cruz Harbor.

◆ **Capitola State Beach** To see the famous view of 'Margaritaville'—rows of bright pastel casitas reflected in Soquel Creek—you have to park and walk the beach behind shops and cafes lining the very short street called Esplanade, or sit at the back decks of the cafes. For sunlit photos of Margaritaville, earlier hours are best. The Capitola Wharf has The Wharf Restaurant. It's casual with rooftop or indoor seating, has terrific views, and is open 8 a.m. to 8 p.m. The Wharf's other business is part of Santa Cruz Boat Rentals. Like them, Capitola Boat & Bait has motorized skiffs, SUPs, and reservable kayaks, fishing gear, bait, and other necessities for rent. Wharf fishing requires no license. Allow time to walk tiny, much-loved Capitola and visit its shops, cafes, and pubs. Park bigger rigs elsewhere! For a favorite fine dining place toward Capitola's west side, charming Shadowbrook Restaurant at 1750 Wharf Road is a favorite.

◆ **New Brighton State Beach, Capitola**, is a small cove with a forested campground above the bluffs. There are 100 total campsites, some for tents, 11 with 30-amp hookups. There are showers and a dump station. The park's Pacific Migration Visitor Center, open three to four days weekly from March through Labor Day, examines human and animal seasonal migrations.

◆ **Seacliff Beach State Park's** campground, Aptos, California, is linear, with side-by-side paved back-in campsites at the beach's edge. There are full hookups at 26 sites, 37 without. Maximum motorhome length, 45 feet. Pure heaven! *The S. S. Palo Alto*, a WWI concrete tanker ship, never traveled anywhere but here. Once. Decades ago, it was a dance and entertainment venue but is now a storm-broken wreck. You can fish license-free from its pier. The Park has a small visitor center, and a field south of the big parking lot allows flying drones.





◆ **Sunset Beach State Park**, Watsonville, has a campground in the dunes with a maximum RV length of 31 feet. The beach is large and part of it is a wintering and nesting ground for Western snowy plovers, and Whimbrels, White-tailed kites, and Long-billed curlews are among many species seen. Remote-controlled slope gliders love the dunes here. *Caution:* There are dangerous rip currents at Sunset Beach, and underwater sudden drop-offs. Children should be watched constantly, although professional surfboarders are fun to watch here.

Up to the Redwoods and a Huffing, Puffing, Train

The **Roaring Camp Railroad** in the Santa Cruz Mountains runs two different excursion routes. The Big Trees excursion's 1890 steam engines climb through the redwoods from Felton's Roaring Camp to the top of Bear Mountain. These engines were used by historic logging operations to pull felled trees to the mills. The journey is beautiful, the trees are majestic and mysterious, and the narrative is quite absorbing. A narrow-gauge diesel engine may be used on weekdays and the open cars sport covers on rainy days. At the mountain top, you have 20 minutes to be dwarfed by a grove of large-circumference redwoods and to use the restrooms.



Even children on the Redwood Grove Loop Trail of Henry Cowell Redwoods State Park express a sense of wonder at the trees' sizes. These are *Sequoia sempervirens* redwoods. ♦ The Beach Train ride starts at the Boardwalk, passes through a gorge, and climbs to the beautiful redwoods.

Here are just a few fascinating facts that I learned on the Big Trees excursion. These redwoods, *Sequoia sempervirens*, attain most of their almost 250-foot height in the first 100 years of their 1500 to 1800 year lives. Only then do they really add girth—10 to 15 feet across. I noticed many young, comparatively spaghetti-thin, very tall redwoods in the forest. Why don't they topple? Redwood's roots are so densely intertwined, although only six to 12 feet deep, that they seldom fall! The **Big Trees Steam Train**, a 75-minute round trip, costs \$33 for age 13 and up, \$24 for ages 3 to 12.

Roaring Camp Railroad's Beach Train runs from the Boardwalk in Santa Cruz, up the picturesque San Lorenzo River Gorge, over a trestle, through a tunnel, and through the redwoods to Roaring Camp. The narration is quite enlightening. At Roaring Camp there are restrooms, outdoor play equipment, a souvenir store, and Georgie's Cook House for burgers, hot dogs, pizzas, and more. The Beach train, a 3-hour round trip, is \$35 for age 13 and up, \$27 for ages 3 to 12. Board the Beach Train at either The Boardwalk or in Roaring Camp, although its last daily trip from the Boardwalk does not return to the Boardwalk.

I had driven the forested, winding, two-lane Highway 9 the seven miles from Santa Cruz to Roaring Camp in Felton. Roaring Camp shares a parking lot with Henry Cowell Redwoods State Park, so after the train excursion I walked to Henry Cowell, perused the visitor center, and then took the accessible .8 mile walk through the towering Redwood Grove Loop Trail. Along the trail you'll find The Giant—the park's biggest redwood—270 feet tall, 17 feet wide, and 1,500 years old. It is breathtaking to see shafts of light and shadow play through these giant trees, and to share smiles and a sense of wonder with other visitors. It is a visual symphony. Birders might glimpse a robin-sized seabird, the

Marbled murrelet, zipping through the treetops from the ocean to their nests high in the redwoods in late March through September. They are the only seabird to nest inland, and they lay just one egg. Many nests were wiped out with the recent huge wildfire in neighboring Big Basin Redwoods State Park, which is currently closed. Help the murrelets by not leaving even the tiniest food crumbs, which attract scavenger birds like jays. Such birds evict the murrelet parents and devour their one egg.

Henry Cowell's Redwood Grove Loop Trail is a tiny part of this big park, which has trails for hiking, biking, and horses. There are reservable no-hookups campsites for motorhomes up to 35 feet off Graham Hill Road. Click on each option for the park at parks.ca.gov/?page_id=546.

Relax, Gnosh, and Shop Downtown Santa Cruz

There's a friendly, relaxed atmosphere along Pacific Avenue in downtown Santa Cruz that drew me back three times during my visit. It's fun to wander among the colorful sidewalk cafes, diverse shops, jugglers, musicians, unicycle riders, even a sidewalk preacher on a box. There are clothing, accessories, shoes, book and souvenir stores, coffee shops, ethnic and American restaurants, and brewpubs with music. Sit and chat with friends and strangers on sidewalk benches, enjoying the blue sky and the fluttering shadows of leaves. A walk-through between shops takes you to a courtyard where people are dining beside MAH—the Museum of Art & History. This small museum has intriguing

exhibits, anything from electronic art to street art to a permanent exhibit about the Ohlone people and the explorers and settlers. So join students, visitors, and the locals on Pacific Avenue and inhale the feeling of community.

The Santa Cruz County Wine Scene

California wines are celebrated worldwide. The soils and climate in Santa Cruz County contribute to their reputé. Peruse the website winesofthesantacruzmountains.com/ Under the Filter Wineries heading, I clicked two areas, the Santa Cruz-Capitola-Soquel group, and the Aptos-Watsonville-Corralito group. Nineteen wineries are named, and the Events heading lists a Spring 2022 Vintner's Festival and a Taste of Terroir Dinner Series. Most wineries are open to the public on weekdays and/or weekends, preferably by reservation. Two are by appointment only. The region is ideal for chardonnays, cabernets, pinot noirs, and several other reds and whites. Not every winery has a tasting room, but the picturesque, vine-laced hills are well worth an afternoon drive.

You've probably enjoyed the champagne-like, non-alcoholic Martinelli's Sparkling Apple Cider and their other sparkling fruit beverages. Martinelli's is headquartered in Watsonville. Their Company Store & Tasting Room at 345 Harvest Drive, Watsonville, is open Monday to Friday 9 a.m. to 5 p.m. and Saturday 10 a.m. to 2 p.m. Bring the kids! Along the way, look for you-pick fruits and veggies.



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Watercolorist Marie Gabrielle is among many painters at Artisans & Agents Gallery downtown. Pick up Open Studios Art Tour guide and map for dozens of additional artists.

A Special Glass Artist and the Santa Cruz Art Scene

Across the street from Martinelli's at 310 Harvest Drive is a large building with the sign *AnnieGlass*. Two pieces from Annie Morhauser's glass shells collection are permanently displayed at the Smithsonian Institute's American Art Museum. Morhauser fell in love with the glass slumping process at California College of the Arts over 30 years ago, and gave the art her unique vision. Her sophisticated glasswork, from décor pieces to dinnerware to graceful bowls and platters will delight you. Surprisingly these handmade and decorated pieces are dishwasher safe and chip resistant. If you love glass art, explore Annie's website and visit her world of glass at annieglass.com/pages/studio-tours — and in person.

I found no walking map of Santa Cruz art galleries, unusual for a university town. Then at the Walnut Café, off Pacific Avenue, I spotted a stack of magazines titled *Open Studios*. Inside was one small image from each of 301 county artists, with their name, address, reference maps, and one-line descriptions of their art. They all participate in a county-wide three-weekend October Open Studios event. The Santa Cruz Art Council has each

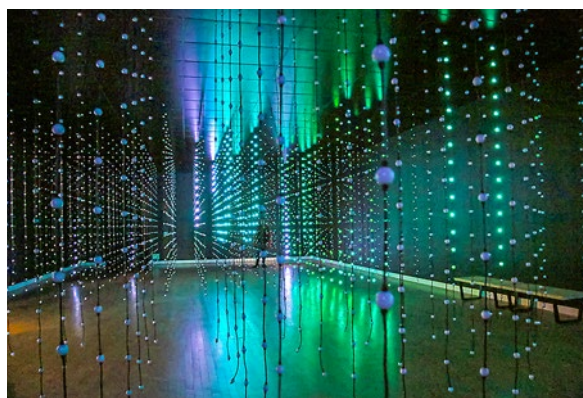
of the Open Studios participants' work displayed online at visualartsnetworkscc.com/explore-artists/. Another arts organization, the Santa Cruz Art League, 526 Broadway, Santa Cruz, has an exhibit hall with frequently changing exhibits, and a roster of in-person and online art classes, and weekend workshops. scal.org/current-exhibit/

On the Wild Side

The Santa Cruz area is a whale of a wildlife place. Elkhorn Slough on the Watsonville coast is a large estuary at the head of the underwater Monterey Bay Canyon. It was one of California's first Important Bird Areas, an international designation, with over 320 species reported. The pontoon boat tour of the Estuary reveals Sea otters, California sea lions, and Harbor seals, as well as bird species not seen from the Slough's five miles of trails. Here is a map of many birding hot spots in the Elkhorn Slough area: creagrus.home.montereybay.com/MTYsitesElkhornSlough.html. A free docent-led bird walk takes place at 10 a.m. on Saturdays and Sundays, and you'll get tips on recent sightings. elkhornslough.org/esnerr/visitor-information/

As for whales, this is whale heaven! Gray whales, about 48 feet long, are seen from as close as two miles from shore, December through April. Mid-January through mid-March is peak season. They are curious and friendly. Blue whales, Earth's largest-ever animal, migrate in warmer summer and fall months. They can be 80 to 100 feet long, and the Monterey Bay area is one of the best places anywhere to see them. Humpback whales are present in summer and fall. People love to watch them leap and splash down or slap the water with their fins. They are present March to November, with peak migration roughly July and August. Orca

From left: The history sections of MAH's fact-packed exhibits include native peoples and early explorers and settlers. History buffs should allow time to read well-researched texts. ♦ Walking between curtains of lights in a MAH exhibit changes the colors, the patterns, and the frequency with which the lights turn off and on. MAH often features contemporary art. ♦ Four openings about halfway down The Wharf reveal sea lions napping on the structure, or scuffling, barking, and embarking. ♦ This Harbor seal, at the Santa Cruz pier, may be bottling, which is sleeping with the body submerged and the head above water. ♦ The Western gull, with pink legs and a yellow bill with a red spot, are common only on the Pacific coast.



whales (Killer whales) are present year-round, but April is best. These small whales are 17 to 23 feet long. Their diet includes fish, seals, dolphins, and even Blue whale calves. Minke whales, Fin whales, and Baird's beaked whales are occasional visitors. Five types of dolphins, Blue sharks, Dall's porpoises, the strange, very large Sunfish (six feet long, 1,000 pounds,) and Leatherback turtles are also possible. Sanctuary Cruises at Moss Landing near Elkhorn Slough has marine biologists on every whale-watching cruise. Trips two to three hours long cost \$65 to \$75. There are all day and sunset trips. sanctuarycruises.com/contact.html In Santa

Cruz Harbor, Stagnaro Charter Boats has one hour calm-water Inner Bay cruises for \$12.95 kids, \$19.95 adults. For 3-to-4-hour whale watching cruises, kids cost \$41, adults, \$61. santacruzwhale-watching.com/monterey-bay-whale-watching

Santa Cruz has certainly matured very nicely since my long-ago daytrips. There's more to enjoy than I could cover here. Investigate the websites, then load your Tiffin with beach umbrellas, sunscreen, and a camera, and you'll be ready for the marvels of Santa Cruz By the Bay. It is as wonderful as ever. RIS

Where to Roost Your Rig

Camp below towering redwood trees in the Santa Cruz Mountains or about five feet from the beach in the Santa Cruz area. The climate and the plethora of beaches mean that campsites for summer are frequently booked six months in advance, and they fill up! After Labor Day there are fewer visitors, yet the fun, especially wildlife watching, continues all winter. Only campgrounds with RV sites are listed here. Options are listed north to south of Santa Cruz:

Henry Cowell Redwoods State Park, 2591 Graham Hill Road, Scotts Valley, CA. (831) 438-2396, or parks.ca.gov for reservations. Maximum motorhome length is 35 feet. This pretty campground has lawns and shade trees. About every three campsites share a water faucet, and near the entry kiosk there's a portable water filling station for drinking water tanks. There are no hookups nor a dump station here. Campsites have picnic tables, fire rings, a lockable cabinet, and no redwoods. All campsites are \$35/night.

Santa Cruz Redwoods RV Resort, 4980 Highway 9, Felton, CA. (831) 335-8312. Avoid narrow, twisting Highway 9, and drive here via Graham Hill Road. This delightful RV park has big redwood trees and is on a bank of the wading-depth San Lorenzo River. Campsites vary in size and shape, with quite a few handling 40- to 45-foot rigs. Many sites require some levelling. There are full hookups, including cable TV. Sites have 30-amp or 50-amp service. A clubhouse on the river can seat 75 and has grills on the deck. Kids love the treehouse style playground. Wade or fish in the river, do some laundry, enjoy hot showers, and rent

a safety-style fire pit for \$5 for your stay. Standard full hookup sites are \$80 daily, \$480 weekly, and rates range up to river sites for \$125 daily, \$750 weekly. info@scrrv.com

New Brighton State Beach, 1500 Park Avenue, Capitola, CA (831) 464-6329. New Brighton has a roomy campground above the bluffs of its mile-long beach. Of the 111 level campsites, nine have electrical and water hookups. There are hot showers, a camp store and a dump station. The beach fun includes beachcombing, swimming, snorkeling, wildlife (look for sea otters,) surf fishing, and surfing. Watch for whales from the bluff edge of the campground. Standard campsites are \$35/night. Hookup and blufftop sites are \$50/night. Half of the campground is closed Nov. 1 to Apr. 30. Reserve sites at (800) 444-7275 or at interp@parks.ca.gov.

Seacliff State Beach, 201 State Park Drive, Aptos, CA (800) 444-7275. Whether you reserve one of 37 non-hookup sites or one of 26 full hookup sites at Seacliff, only a retaining wall separates you from the beach. Most sites accommodate 40- to 45-ft. coaches. Dog leash maximum length is six feet. Campsite fire rings must be raised above ground. Pier fishing requires no license. The capsized and broken-up WWII warship off the end of the pier is off-limits. There is a visitor center museum, a group picnic area with BBQs, and a field atop the bluffs for drone flying. see parks.ca.gov/?page_id=29803 for more info. Campsites range \$55–\$65/night.

Sunset State Beach, 223 Sunset Beach Road, Watsonville, CA. (831) 763-7063. This long, sweeping beach has bluffs with

Continued on page 88



The When and Why of Blood Transfusions in Pets

by Dr. John Pilarczyk

Yes, dogs and cats may need a blood transfusion just like us humans. Because dogs and cats as well as other species have blood types and Rh factors just like humans, the transfusion process for pets can be somewhat complicated.

Let's start at the beginning. The blood has to come from somewhere. A lot of veterinary clinics keep a kennel dog or cat for emergency use to collect blood or to draw it ahead of time and store it for future use. Blood can only be stored for four to six weeks because the amount of red cells deteriorates the longer it is held.

There are commercial blood banks around the country where veterinarians can order blood. Besides having a commercial outlet or keeping a donor dog or cat, some veterinary clinics have programs that allow their clients to volunteer their pet dog or cat for blood collection. The animal will have to qualify for the collection. The requirements usually are:

1. Have a friendly temperament.
2. Age one to eight years.
3. Be an adult animal with good body conditioning and size, and having body weight around 50 pounds.
4. No history of blood-based vaccines and not taking any medication other than heart worm preventive, flea preventive, or thyroid medication.
5. Free from blood transmitted diseases such as anaplasmosis or any blood parasite.

Before giving the blood for transfusion, the blood must be type-matched to prevent causing a transfusion reaction. Mismatching of blood types can cause the blood to react, causing an anaphylaxis in the patient, possibly resulting in death.



The blood types in dogs and cats are in the chart below:

Dogs	DEA 1.1, 1.2, 3, 4, 7, and <i>Dal</i> (DEA system = Dog Erythrocyte antigen system) DEA 1.1 negative = Universal Donor DEA 1.1 positive = Universal Recipient (Wardrop, 2007)
Cats	The main blood group system in cats is the A-B grouping. Cats can be either type A, type B, or type AB (See catblooddonors.com/for-cat-owners/about-cat-blood-transfusions,.php)

The purpose of a blood transfusion is to temporarily provide oxygen to an animal that has lost enough red blood cells that the condition becomes life threatening. It is also used to replace the volume of blood that has been lost due to trauma or disease. There is a universal blood donor in dogs which is type dea 1.1. In cats there is no universal donor. DEA stands for dog erythrocyte antigen. A dog can usually get its first transfusion without typing due to naturally occurring antibodies. The next transfusion is another story, so knowing the dog's medical history is very important.

Transfusion therapy has become a staple in emergency veterinary medicine, providing owners with a potentially life-saving treatment for their pet. In medicine, transfusions are defined as the process of administering blood or blood products to a patient who is deficient in that product. Deficiencies are determined by a combination of history, physical exam, and lab findings.

Perhaps the most important steps to performing a transfusion occur prior to the procedure itself. Correct product(s) need to be selected, the recipient needs to be blood-typed and cross-matched, and, ideally, underlying causes are determined to administer co-therapies. This process is meant to decrease the risk of patients developing a transfusion reaction, both immune-mediated and non-immune-mediated. Even when this testing has been performed correctly, failure to respond to transfusion is possible and owners need to be aware of this risk.

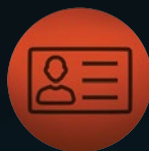
As you can see, a blood transfusion is not to be taken lightly and is expensive to administer. If other products such as plasma and fluids are as good an alternative as blood, the plasma is the safer route. Usually, if the packed cell volume falls below 20% in dogs and 15% in cats, the patient is a candidate for a blood transfusion. Blood is normally administered slowly over the first 30 minutes, then continues over a one to four-hour period. Hopefully, your pet will never need a transfusion but you can be sure it will be available should it become necessary. Also, if you have a good-tempered large dog, you should talk to your veterinarian and see if you can volunteer your pet who might save another pet's life. Pay it forward, as they say.

Happy travels, John & Kay

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BARBARA AND CLAYTON OVERTON

Happily Adapting to an RV Lifestyle

TEXT BY CAROLYN BREINICH
PHOTOGRAPHY BY BARBARA OVERTON

BARBARA AND CLAYTON OVERTON met 25 years ago at a film festival, and have been happily married for 17 years. Clayton is an emergency room physician and Barbara was a communications / film professor. Prior to owning an RV, they owned a home in Covington, Louisiana, which they shared with eleven cats (four of which were a rescue momma and her kittens).

One night in November 2017 changed their lives forever. The home they loved caught fire, and due to a series of unfor-

tunate events, Barbara and Clayton had to stand by and watch their house burn. They lost everything, but thankfully Koshka, “Kushy,” and her kitten, Buggy, survived. Kushy lost the tips of her ears and Buggy lost some fur, but the Overtons were happy to know they hadn’t lost all of their cats.

We have all been told not to make major life choices after life changing events, but that is exactly what they did. “We were sitting in Olive Garden figuring out what to do with our lives. The idea of permanent roots was frightening. I didn’t like the idea





of settling down. It was at that moment I suggested living in an RV,” Barbara recounted.

Neither Barbara or Clayton had ever owned an RV or had any experience RVing. “We had to start over, so why not start over in an RV,” Barbara continued. That night, when they left Olive Garden, they drove straight to an RV dealer.

“When we walked inside a Tiffin, it just felt like home. It felt like something I could live in,” Barbara said. They did their research and discovered Tiffin was known for their good service and warranty. “We liked their design, the light beautiful wood, and the smoky teal paint,” Barbara noted. “Tiffin should bring back that paint color, we get so many compliments on the smoky teal.”

In January 2018, they ordered their Phaeton, and in May they became fulltime RVers. “We went with a Class A because it was going to be more comfortable for our cats and more comfortable on driving days,” they agreed. “Most people talk about downsizing and what it’s like to get rid of things to go fulltime. We had to start from scratch when we bought our RV. We had nothing left after the fire.”

Shortly after buying their Phaeton, they bought an RV lot at Hilton Head Island. “It gives us the ability to come and go, yet it is comforting to know that I always have a home base to go to.



After the couple attended the Allegro Club Rally in Wyoming, they visited Yellowstone, Deadwood, and Devil’s Tower. Working with an experienced team, and donning the proper equipment, Clayton climbed Devil’s Tower. ♦ Barbara enjoys two passions: costuming for renaissance and pirate festivals, and a pursuit of excellence in photography. With multiple cameras and skill, she often includes herself and Clayton in her compositions.

This spot is as close to roots as I want. I am connected to a place without being bound to it,” Barbara shared.

Life on the road has changed the way they work. Barbara now writes college textbooks and Clayton works cluster shifts based at a Louisiana hospital. He gets five to six weeks off between his shifts, giving them time for extended trips. Clayton is pursuing telemedicine to make working and traveling even easier.

“During 2020, we were able to get special permission to stay at a local RV park near the hospital so Clayton could work,” Barbara shared. They were able to park there even though the campground was technically closed due to the lockdown. They had the park all to themselves, which Barbara said was great. Between his shifts they would drive to their lot in Hilton Head. “Due to quarantine, we never left our lot, but it was nice to get a change of scenery,” they agreed.



Barbara and Clayton are thankful to have their Tiffin. “Being self-contained during Covid was ideal. We always had our home and cats with us,” Barbara explained. They live with their three cats, Buggy, Kushy, and Cary Grant. Cary Grant was a small three-week-old kitten they rescued. Barbara told the story of how they found him.

“We were staying in Carrabelle, Florida, when I saw something run across the road. I quickly found a tiny kitten, which we rushed to an emergency vet clinic. On our way, Clayton thought it would be a good idea to name her Cara, since we found her in Carrabelle. Later, we had to change her name to Cary Grant when the vet informed us that our little girl kitten was a little boy kitten,” Barbara laughed.

The Overtons asked Girard Awnings to design a full driver-side awning to make it easier to deal with hookups in the shade or not getting wet when it’s raining. It was a first for Girard and they employed a professional photographer to take pictures. ♦ When Clayton is not working or traveling, he is taking flying lessons in pursuit of his pilot’s license which he expects to complete this year. ♦ The Overtons’ mutual love of cats and Barbara’s photographic skill have promoted Kushy to celebrity status. Her picture now hangs in the Tiffin lounge in downtown Red Bay.

Kushy is famous in the Tiffin world. “We walked into the Tiffin Lounge in Red Bay one morning and were pleasantly surprised to see Kushy’s picture hanging on the wall,” Barbara excitedly shared. Buggy is also famous in his own way with an Instagram page, *Buggy the Adventure Cat*.





“We are here to drive the cats from place to place. We have chosen certain places to maximize the view of birds and wildlife for them,” Barbara joking describes her life. Bugsy, Kushy, and Cary Grant nap on the dashboard and even have a custom-made litterbox that doubles as a coffee table.

“We are at maximum cat density right now. Three cats, two people and one motorhome is enough. Cats seem to find me, so any cats we come across during our travels we bring to rescues or cat sanctuaries,” Barbara said with a smile.

The Overtons love cats so much they often provide beds and toys for stray cats in many of the RV parks they visit. “We named

The Overtons ordered their 2018 Phaeton in January less than two months after losing their home and belongings in a devastating fire. They’re shown here taking delivery of the coach in May 2018. ♦ Life on the road changed the way they work. Barbara now writes college textbooks and Clayton works cluster shifts to give them six-week windows of luxury travel.

one stray ‘Outside Kitty.’ He became so comfortable with us that he brought his pregnant girlfriend to meet us, and we named her ‘Miss Kitty.’ We ended up taking her to an animal rescue so she wouldn’t have her kittens on the streets. She currently lives at a cat sanctuary with her seven kittens,” Barbara related.

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To make their motorhome more comfortable, Barbara and Clayton have added many upgrades. “We have a full fire suppression system, mostly for peace of mind,” Barbara remarked. Just recently they added extra Girard awnings. “We are the first Tiffin to have quad awnings. Girard was so proud of their work and the way it turned out, they hired a professional photographer to take pictures of our coach,” she said.

They can’t extend the driver’s side awning at every RV park, but Clayton states, “I enjoy being able to deal with the hook-ups in the shade or not getting wet when it’s raining. That makes it worth having them. When the extra awnings are extended,” they laugh, “It makes the RV look like a bat.”

“We are always happy to go to Red Bay. We get the work done we need, plus we get to hang out with friends and see our favorite servers at local restaurants. Red Bay is a kind, welcoming town,” Barbara said.

Their Phaeton has given them opportunities they would never have had if they still lived in a house. “Tiffin introduced us to one of our favorite places: Amana, Iowa,” Barbara said. This city was not on their radar, but they attended the 2021 Tiffin Allegro Club rally there. “We loved the Amana Colonies and beer gardens and even got to attend the Bratwurst Festival. The wiener dog races were so much fun. We were able to stay longer because we live in an RV and don’t have to leave at a scheduled time,” Barbara noted.

Amana isn’t the first place they have decided to stay longer. When they attended the Tiffin Allegro Club rally in Wyoming, they again extended their trip so Clayton could attend a medical conference in Jackson. While out west they also visited Yellowstone, Deadwood, and Devil’s Tower.

“Clayton even went rock climbing on Devil’s Tower,” Barbara shared. Barbara wouldn’t describe him as a climber as this was his first time to rock climb in their 25 years together, but he did have fun.

Barbara is a huge advocate of Tiffin rallies. “You learn so much. The education seminars cover topics such as safety, maintenance, the Spyder system, and ev-

everything regarding the RV. Rallies are also a place to connect with other Tiffin owners, which really creates a sense of community,” she explains.


The RV lifestyle also gives Barbara a chance to enjoy one of her passions—renaissance festivals. She also is a member of a nationwide Pirate Association and enjoys attending pirate festivals. “I have more renaissance and pirate costumes in the RV than actual clothes I wear,” Barbara jokes. She has one tray in the bay dedicated to them and admits this is not a sensible hobby to have as an RV owner but, nevertheless, one she loves. Barbara’s other hobby is photography and she enjoys taking pictures of their adventures.

Barbara may not have roots anymore, but she assures, “I have three families. My Pirate/Renaissance family, our Hilton Head community, and our Tiffin family.”

When Clayton is not working or traveling, he is taking flying lessons in pursuit of a pilot’s license, which he should complete in the next few months. Both Barbara and Clayton enjoy eating at local restaurants and riding their bikes, especially on bike-friendly Hilton Head Island.

Barbara reflected on their RV lifestyle. “I’m glad we did it. I can look outside tonight and see the Arch in St. Louis and a beautiful sunset, and I am only ten minutes from a really cool city. I can’t imagine getting this much peace and fulfill-

ment had I kept my job at the university and still lived in a house. I am sad I lost some of it, but I honestly feel that we were drowning in stuff. Now we are not bound by things, and our money is spent on experiences, not on stuff,” she explained.

They have a dream to one day put their Phaeton in storage, buy a boat, and complete the Great Loop. The Great Loop is a system of waterways in the eastern portion of the United States and Canada that create a circular itinerary. “Even after we cross this off our list, I don’t think we will be ready for a house,” Barbara continued. “The only reason we would get a house one day is we would like more animals.” 



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Wayfarer Owners Organize Rally in Jekyll Island, Georgia

JANET FOWLER, a Tiffin Wayfarer owner, organized a small three-day rally of fellow Wayfarer owners at the Jekyll Island State Park campground. Jekyll is one of Georgia's famed barrier islands. Thirty-seven Wayfarer owners flooded the campground on November 2 with their 25 coaches.

"It actually started as a result of the Tiffin Wayfarer owners Facebook group which I had joined in the spring. It's a great group of people, a place where you could ask any question, and someone would always be ready to provide helpful advice," Janet began.

She and her husband, Fred, are new Wayfarer owners and appreciative of the cyber camaraderie. They belong to a local Allegro Club, but are one of only two Wayfarer owners in the group.

"The idea was to try to get a bunch of us from the Facebook group to meet in person for our own get-together. The opportunity to connect names to faces, to have an uninterrupted chunk of time to share ideas, stories, and discuss issues that are specific to our small but mighty coaches just sounded like it would be great," Janet continued.

Janet posted the idea on Facebook in early May and the response was amazing. She started researching places that could accommodate them and was fortunate that the Jekyll Island State Park campground had sites available for their group. The 25 available sites were claimed by enthusiastic Wayfarer owners within 12 hours of announcing the rally!

It was an informal event where friend-



ships were made, and information was shared. Thirty-seven owners attended, with their dogs in tow. Some owners had been RVing for years and had downsized to a Wayfarer, while others like Nina and Paul Gronemeyer were just beginning their adventure.

"This is our first RV, we are just getting started," Nina explained.

While talking to the Wayfarer owners, I discovered many had attended Tiffin-sponsored events in the past, but often felt the rallies were geared toward the Class A coaches. A large amount of the information was not relevant to them.

"When the opportunity came to go to a local rally for Wayfarers only, I was excited to meet other Wayfarer owners and share information that pertains to our RVs,"

one owner said.

Al and Lori Selman attended the 2019 Inaugural Tiffin Wayfarer rally. "It was informative, and we loved the seminars, but this was a smaller group and we got to really know everyone."

During the day, some owners chose to explore the island—riding their bikes, renting golf carts, or going for a walk along Driftwood Beach. Others went on airboat tours through the marsh. "We had a great time, but we froze," one owner remarked. For the most part, owners decided to hang out with each other.

Suzanne and Jim Dunn and Deb Wise and Michael Dowell met soon after buying their Wayfarers and discovered they lived only one mile from each other. "This rally was an opportunity to make this the

Above: Rally attendees gathered in the Jekyll Island State Park campground meeting rooms for meals and information exchanges. Before departing, they were making plans for future rallies. ♦ *Right:* Bruce and Sandra Bonsall's Wayfarer with its striking colors drew frequent compliments.



The Life and Times of Tiffin Motorhome Owners



Text and photography by Carolyn Breinich



Left: In the foreground, Dick and Maggi Harding's 2020 25QW is flanked by the 2018 25TW owned by Bruce and Lori Lampman. The spacious sites in the campground are irregularly located.

Below, clockwise from upper left: Dianne McVetty, Deb Wise, Suzanne Dunn, Jim Dunn, Michael Dowell, Chris McVetty sharing stories at dinner. ♦ Linda Cutugno, Sandra Bonsall, Susie Kentner, Bruce Bonsall, Dave Kentner, Bruce Lampman, Dominik Cutugno at potluck. ♦ Dick Harding, Darrell Smith, Nancy Smith, Al Selman, Lori Selman, Maggi Harding. ♦ Sandi Haggett, Gloria Smith, Jeff Smith, Bill Haggett visiting at the potluck.

first trip we took together, and it won't be our last," they stated.

There were many furry family members who also attended the rally. Some people might think Wayfarers are too small for pets, but I discovered that is the furthest thing from the truth. Many owners brought their dogs. The Paynes brought their three Cavaliers and Deb Wise had her

three Yorkies with her. Many had just one dog and large breeds were there, too. Maggi and Dick Harding have their two Standard Poodles, Tisha and Nika, to keep them company while traveling. Tom and Shari Evans travel with their Doberman, Rhea.

Many owners said they bought their Wayfarers so they could conveniently travel with their pets. "They may steal our

seats, but we love being able to take them with us," one owner said.

While at the rally, many owners were kind enough to offer tours of their Wayfarers. I was pleasantly surprised to see how much space was inside regardless of the model. I encourage Class A owners who are thinking about downsizing to consider a Wayfarer.





From top: Informal strolls often led to interesting conversations as owners wove their way through the campground, getting a chance to stretch their legs and walk the dogs. ♦ Jim and Suzanne Dunn visit with Deb Wise and Michael Dowell around their campfire. ♦ Hanging out in the afternoon after a bike ride (left to right) Kim Payne, Lori Selman, Jim Dunn, Jeff Payne, and Al Selman.

“We gave up the space in our larger Class A to have the freedom to go and camp anywhere,” was a frequent comment.

Wednesday night everyone got together for a potluck. After the dinner, owners shared problems and solutions, their favorite places to camp, and general tips and tricks for RVing.

Tips shared included using dowel rods or tension rods to keep the sliding doors under the bathroom sink from opening while driving. ■ If you are traveling alone, place a mirror on the visor, when you flip it downward you can see behind you to see if anything falls or moves.

A Loc-Line Shop Vacuum Kit can be used with a leaf blower to blow off your slides. ■ Switch from cable to antenna when boondocking. ■ If you have to stay at the Hampton Inn in Winfield with your pets, mention you are with Tiffin, and they will give you a discount. ■ “Replace the ladder “head knockers” with folding boat cleats,” Debbie Litz Fletcher suggested.

Joe and Angie Grooms shared some of their favorite tips. “We placed carpet pad in the front cab to reduce road noise. Before we leave, we load the refrigerator with ice packs to precool and reduce the time needed to get the fridge cold.”

Dale and Nancy Murray shared how to store their folding bikes while driving. “We found large bins with wheels that fit perfectly inside while we travel.”

Resources offered to find places to camp included:

Phone app: *Ultimate Public Campgrounds*.

Facebook group: *Where’d You Stay RV*, focuses on state parks.

Websites: *Boondockers Welcome* and *Harvest Hosts* offer free places to visit and camp. *Campendium* is a great place for reviews. *RV Trip Wizard* is a great website for finding campsites, reading reviews, and planning routes.

Books: *National Park Service Camping Guide* and *RV Camping in State Parks* offer specific information about each park with maps and services provided. *Free and Low-Cost Campgrounds* lists campgrounds with minimal expense. Check Amazon to place your book order.



Tom and Shari Evans enjoy the afternoon while Rhea, their doberman, poses regally on her elevated, pillowed bed.

Owners favorite camping places:

- ❖ Turning Stone Resort Casino, New York
- ❖ Natural Tunnel State Park, Virginia
- ❖ James Island Campground, South Carolina
- ❖ North Beach Campground, Florida
- ❖ Devils Fork State Park, South Carolina
- ❖ Watoga State Park, West Virginia
- ❖ St. Vrain State Park, Colorado
- ❖ Ebenezer Park, South Carolina
- ❖ Elk City State Park, Kansas


Lastly, owners shared their favorite add-ons that make living in their Wayfarer easier. These included: Kitchen counter extensions, Max Air vent covers, and Ceramic tint on the front windows.

Joe and Angie Groomsa shared the modifications made to their 2020 Way-

farer 25RW, "We installed an additional shelf for silverware under the sink below the existing shelf. To make grilling easier, we use a propane line extension and a low-pressure regulator."

On Thursday Janet Fowler organized a delicious catered lasagna dinner from Foxes Pizza Downtown, a local restaurant. Afterwards, Susie and David Kentner extended the fun by having a campfire at their site where owners continued to share stories and connect with one another.

"I've been to other rallies, but the fact this was for Wayfarer owners only made it more fun," one owner remarked. Before the night was over, there were comments that hopefully this wouldn't be the last rally in the area.

The three-day rally was a great success and plans are in the works for the second annual Jekyll Island Wayfarer rally. Any Tiffin owner can organize a "model specific" local rally. You will turn strangers into friends. 

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Tiffin Allegro Club's Fall Rallies

CASA GRANDE, ARIZONA

By Sally Moore

SUNNY SKIES WELCOMED a total of 450 Tiffin Motorhomes, both Class A and Class C, to the beautiful Palm Creek RV Resort in Casa Grande, Arizona in late October for the conclusion of our rallies for 2021. Coaches arrived as much as a week early and stayed a week later in order to enjoy the beautiful, warm desert climate. Anytime you participate in a Tiffin rally, you are encouraged to arrive in the area early or stay after the rally to enjoy the sights. Once the rally begins, everyone is busy with rally activities so sightseeing is best planned for pre- or post- rally!

Smiles were frequent as our team of volunteers greeted each coach and assisted them in parking their rig. The Class A rally kicked off on Monday evening with announcements by Kelly Moore and welcoming comments by Bob Tiffin, founder of Tiffin Motorhomes. Mr. Tiffin thanked everyone for attending the rally and reminded them that 2022 will be Tiffin's 50th anniversary! Everyone enjoyed getting to know their neighbors and making new friends. Door prize drawings were held to distribute Tiffin bags, blankets, \$100 gift cards and much more!

During both rallies, everyone enjoyed a touching tribute to all the veterans in attendance. The national anthem was sung by Sarah Getto and ASL translated by Arlene Noteman. The flag of each branch of the U.S. military was presented. Veterans stood as their flag was displayed and their anthem played. First responders were also acknowledged. The salute ended with Lee Greenwood's "God Bless the USA" and the American flag was presented by Geary McCleery, veteran of the USMC, in full dress uniform. Everyone had been given small American flags which they proudly waved



as they stood to their feet. Thank you, veterans! We are privileged to honor you in any way we can! Our freedom to assemble at events such as this is due to your sacrifice!

After the veteran's tribute, everyone enjoyed a few games of Tiffin Bingo! We call out "ALLEGRO or WAYFARER" instead of Bingo!

A big "Thank You!" to LaMesa RV Center for the display of new Tiffin coaches! Everyone enjoyed seeing the new features and several folks took this excellent opportunity to trade into a new coach! The brand new "Cahaba" Class B coach was on display during the second rally. Be sure to check out this innovative new coach built at our Winfield, Alabama facility.

Seminars were held beginning Tuesday. Palm Creek RV Resort is a huge complex with campsites spread out over several acres but our cheerful, hardworking volunteers helped shuttle the guests between their coaches and the buildings as quickly as possible. All of the seminars had great attendance and participation.



Early morning walkers lead by volunteer, Norma Thomas, enjoyed the brisk Arizona air. ♦ We opened our rally with an awesome salute to our veterans and first responders.



We appreciate the suppliers of Tiffin components taking time away from their busy schedules to attend our rallies to present informative seminars on their product. We wish they could be with us throughout the rally so their classes could be repeated, but their schedules do not allow this.

Thanks to volunteer Norma Thomas of Yorba Linda, California, for leading a group of morning folks on a "Walk for your Health" each day of the rally. Those folks looked like they were having way too much fun that early in the morning!!

During the two weeks of the rallies, three ice cream socials were enjoyed by everyone along with a meet and greet session with several Tiffin Allegro Club chapters. All chapters were invited to participate and many recruited new members during the rally.

With Halloween fast approaching, we planned a Jack O'Lantern decorating contest for both rallies. Amazingly talented people participated and all rally folks enjoyed voting on their favorite! The winners of the three categories were:

Class A Scariest Pumpkin: Jim & Linda Church, Murreita, CA

Class A Best Camping/RV Pumpkin: Ted & Tammie Booth, Pocatello, ID

Class A Most Unique Pumpkin: Greg & Sue Chiarmonte, Des Moines, IA

Wayfarer Scariest Pumpkin: Patty Panzica, Thousand Oaks, CA

Wayfarer Best Camping/RV Pumpkin: Geary & Jeanie McCleery, Umatilla, FL

Wayfarer Most Unique Pumpkin: Tony Panzica, Thousand Oaks, CA

Winners of each category received a \$50 gift card. Thanks to everyone who participated and made our stage so festive!

The Tiffin service technicians were hard at work throughout the rallies visiting every coach and making three minor repairs requested by the owners. These technicians are so appreciated at our Tiffin rallies! They work daily from early morning to late evening to insure they can visit every coach. Occasionally they do not have the required part, but they are usually able to assist everyone with minor service problems that occur. They visited all 450 coaches at the rallies to help owners in any way possible. Our hats are off to these talented individuals!

Each night of the rallies we were treated to outstanding live entertainment. From Jimmy Buffett, Garth Brooks, Chicago, Frankie Valli to the Eagles – these tribute bands were wonderful! Tiffin door

Mr. & Mrs. Harold Kimbrough and Mr. & Mrs. Bob Brown enjoyed a hot air balloon ride. ♦ One of the Jack O'Lantern winners, "All Roads Lead to Tiffin," by Mr. & Mrs. Geary McCleery. ♦ Night view from the Palm Creek RV Resort.

prizes were awarded nightly with gifts ranging from duffle bags filled with Tiffin 'stuff' to free rally certificates for the 50th Anniversary Rally in June 2022! \$100 fuel cards were also a popular item!

A popular activity after lunch on the final day of each rally was the swap meet/craft show by owners. A wide variety of items were available. One man's junk is another man's treasure! From jewelry and hand sewn items to spare RV parts, there was something to appeal to everyone.

A special thanks to Bob and Judy Tiffin for attending a week of rallies along with many others from our Team Tiffin! We appreciate your support of the Tiffin Allegro Club and our rallies! Remember that the 50th Anniversary Rally goes on sale February 8, 2022 at 11:00 AM Central Time! You don't want to miss this wonderful opportunity as we Celebrate 50 Golden Years of Roughing It Smoothly Together!

Until next time, travel safely!

CELEBRATING TIFFIN'S 50TH YEAR WITH A GOLDEN ANNIVERSARY RALLY

Rock Springs, Wyoming

June 13–18, 2022

Just a reminder of the exciting 50th Anniversary Rally upcoming in June, 2022! The rally will go on sale February 8, 2022 at 11:00 Central Time. All registrations will be taken online only.

Make your plans now to be a part of this exciting week in the life of Tiffin. Registration forms and more information for each brand will be available at:

tiffinmotorhomes.com/events?calendar=rallies

Take this golden opportunity to visit with Tiffin associates and your Tiffin friends. It is an excellent opportunity to learn more about your RV and meet new friends.

The cost for one coach and one or two adults is only \$449 for Monday arrivals. Additional guests staying in the coach with you will be \$99 per person. We will begin accepting reservations on Tuesday, February 8th at 11:00 AM Central Time. Our rallies sell out very quickly! Don't delay if you are interested in attending! *The only way to register for the rally will be online at:*

tiffinmotorhomes.com/events?calendar=rallies

Click on the link for the type of recreational vehicle you have. On the registration form, select Rally Package arrival day: Very important, choose carefully – this cannot be changed later! The registration forms will not be available until registration opens and they will be removed when the rally is full. *Open the appropriate Registration Form by clicking on the space as instructed.* Information you will need to complete the form:

Name, address, cell #

If you wish to arrive early for the rally, day of early arrival
(Choose carefully, this cannot be changed later!)

Model, year & length of Tiffin coach

First time rally attendee?

Request for handicap parking area?

Complete the required information by filling in the blanks and click SUBMIT. Pay for the rally on the next page by entering your credit card information into this secure PayPal site. It is not necessary to have a PayPal account for payment. You can pay as a "guest" the same as those who have an account. If the rally sells out before you register, don't despair! Add your name to our waiting list and we will contact you if a space becomes available.

This rally will sell out quickly so don't delay in getting your registration completed online. Call our office at 256-356-8522 ahead of time if you have any questions. Due to the size of attendance, group meals will not be provided at this rally. Food trucks will be onsite for everyone's convenience.

We hope your 2022 travel plans include spending time with us at this special Tiffin Allegro Club rally! The comradery with other owners and local chapters is invaluable. Tiffin representatives from each division will be on hand. Make your plans now! *Celebrating 50 Golden Years Roughing It Smoothly!*



Tiffin Owners from Florida, California, and Oregon



Dale and Nancy Murray
Hometown: St. John's, Florida

Dale and Nancy bought their 2021 Wayfarer in March. "I love the Mercedes chassis; it rides beautifully, and offers outstanding features in a small unit," Dale related.

Dale and Nancy have two sons that they took tent camping when they were little. "The first night out, one of our sons heard a coyote and slept in the truck," Dale remembered. In 2003, the Murrys bought a toy hauler, since the kids then had dirt bikes and quads. "Now that our kids are grown, they still meet up with us on the road and stay in a hotel close to the RV park," Nancy said.

Dale retired one year ago from being a transportation manager for UPS. "He's very happy being retired, if you can't tell," Nancy remarked.

"We are spur of the moment trip planners," Nancy explained. "Retirement makes a big difference. We travel every few weeks with our dog Oakley. Sometimes we take two to three-day trips, sometimes one-month trips. We have the luxury of going where we want, when we want. The Wayfarer size makes it easy to get into places."

While on the road, Dale and Nancy enjoy kayaking, golfing, sight-seeing, biking, and motorcycle rides. "When we plan our trips, we decide what we want to bring. If we are going to be near water, we bring our inflatable kayaks; if we want our golf clubs, we bring those. Weather dictates if we tow our Ford Escape or our motorcycle," Dale reports.

"Truth is, we didn't give up anything by downsizing to a smaller RV. We find every nook and

Continued on page 88



Bobbie and Bill McEwen
Hometown: Fullerton, California

Bobbie and Bill are retirees. Bobbie was the first woman to sell imported European auto parts wholesale in the U.S., and Bill was a distribution supervisor for CVS pharmaceutical products. They live in their 2012 Phaeton most of the year.

"We have a townhome where we live December through March," they noted. They use that time to see doctors, pay bills, and make up a list of where they want to go.

Over the years, their traveling habits have changed. Bobbie explains, "We used to stay five days at each stop and plan three months ahead. Now, we only travel 150-175 miles, and stay longer in each place to see more of the local color and do more things."

"We also enjoy making trips to see our grandchildren who live in Pennsylvania and New York," Bobbie added. While visiting with their family, they maintain their own space in the RV.

Bobbie and Bill bought a Pace Arrow in 1982 and logged over 100,000 miles on it.

Bill offered, "We don't have too many hobbies, but we watch NASCAR on Sunday!"

They enjoy attending Tiffin and FMCA rallies. "We've made so many new friends at rallies and continued to camp with them at other locations," Bobbie mentioned. "Tiffin rallies are great for several reasons. The camaraderie between owners is wonderful. The rallies are terrific: the classes are informative; the entertainment is great; and of course, Bob Tiffin is always there."

"Four-wheeler rallies are also fun," Bobbie pointed out. "We have joined a couple of four-wheeler events and enjoy taking our Jeep off-road with other owners."

Of the 80,000 miles Bobbie and Bill have traveled in their Phaeton, Bobbie proudly states, "I have driven 77,000 miles. I love to drive. I am a tent camper turned motorhome lover."



Jean and Rob Steffek
Hometown: Portland, Oregon

Prior to Covid, neither Jean nor Rob had ever camped. As everything began shutting down, Jean realized, "I'm going to die if I am stuck in this house." Rob then asked, "Do you want to buy a motorhome?"

After talking with their neighbor who owned a Tiffin, they decided the only motorhomes to consider were Tiffins. "We found our new-to-us 2012 Open Road with the bunk house only 20 miles from our house. We are the people everyone talks about on the forums. We are the 'Covid RVers' and we love it," Jean smiled.

Jean is a fulltime mom with a side business of customizing luxury handbags. Rob's remote work as an IT engineer at Kaiser-Permanente allows them to travel 75 days at a time. Jean homeschooled Jack, 9, and Katie, 6. They also have Tolley, a one-year-old dog they bought during Covid.

Jean jokingly says, "We bought our motorhome, the dog, and not one but two Jeeps during Covid. We are the quintessential Covid family."

After they bought their motorhome, they quickly found a Jeep Wrangler to tow behind it. When they later rented a Rubicon Jeep in Moab, they decided to trade the Wrangler for a Rubicon. "Some people might think we are crazy, we are just living our lives," they proclaimed.

The Steffek family has had some great experiences. "At Paw Paw's Pecans, a Harvest Host site, the owner invited us to help with the harvest," Jean related. "Jack and Katie got to see pecans being harvested, the machinery used in the process, and how pecans are sorted and bagged. They got to see where our food comes from."

Jean and Rob are currently in Georgia as they search for a new place to live. "We know we can sell our house and buy a more affordable place elsewhere. We have always had a boat, so when Rob mentioned boating in warm water, compared to the cold Portland water, I was all in."

Editor's Note: Carolyn and Lee Breinich are full-timers in their 2019 Phaeton 40IH. She has a BS in zoology, Ohio State, and an MA in recreational therapy, University of Toledo. See her blogs: harley-dogsrvng.com and leukemiagirl.com.

Give us your best shot!



PRO LEVEL AWARDS

First Place

Angie Kuklinski

Walking on the Sea Floor at Low Tide

Head Harbor Light, Campobello Island, New Brunswick, Canada

Photographer Angie Kuklinski and her husband Dave hail from North Carolina but have lived full-time in their Tiffin Phaeton since 2017.

When they visited Campobello Island, New Brunswick, Canada, the low tide exposed the slippery rocks and seaweed between Campobello and this offshore lighthouse. Stairs to and from the sea bed are often under deep water, so low tide prompted a trek across a short but

slithery sea bottom to Head Harbor Lighthouse. Armed with hiking sticks and her cell phone, Angie came upon this dynamic setting and worked its components to their maximum. Her photo leads your eyes from the rugged foreground rocks to the lighthouse, to the fortuitous horsetail clouds. Angie writes a blog with tips about being full-timers, outdoormoretoexplore.com/

Apple iPhone XR, 26mm, f/8

The winners for the Winter 2022 Photo Contest



PRO LEVEL AWARDS

Second Place

Thom Wright

Fire Wave

Valley of Fire State Park, Overton, Nevada

Valley of Fire State Park is 40,000 acres of red and striated Aztec sandstone in a topsy-turvy, sometimes curvy, jumble of rocks. With choices of colorful arches, buttes, turrets, slot canyons and petroglyphs, Thom Wright chose to photograph the aptly named Fire Wave formation. As Las Vegas residents, no doubt the Wrights know the park well. Thom is a fan of a landscape photography planning app called PhotoPills that provides data like sunrise and sunset times, best shooting time slots, moon phase (for astrophotography), the best

lens and settings to use, etc., based on your GPS reading. Beyond that input, he carefully composed the placement of the Fire Wave with its lighter colors against the darker background rocks so that the sinuous curves lead your eye deeply into the scene. If you've hiked in the southwest, Wright's photo may create an almost tactile memory of the reassuring grip of hiking shoes on sandstone. Wright was "lucky enough to catch the fleeting moment of the sun...before it dipped below a nearby mountain."

Sony a7III with 16-35mm GM lens at 31mm. Exposure: f/13 at 1/125, ISO100. FLM tripod

Give us your best shot!



VERY GOOD LEVEL AWARDS

First Place

Jeff Christopherson

Turn Around Time

LaPush Beach, LaPush, Washington

"We wanted to get away for the weekend, even though it meant February in Western Washington. Photo was taken in the rain because it never stopped." That's how Jeff Christopherson describes his trip from his eastern Washington home to the Olympic Peninsula's Pacific Coast. His careful composition leads the eye from the tall, rocky cliffs

at far left, to the two black pyramidal rocks, to the ultra-weathered boulders at lower right. He also waited for a bright opening in the clouds, like the one above the horizon, right of center. How many violent storms over many centuries smoothed those boulders? The weather gave Christopherson lemons. He created visual lemonade.

Canon 5D with the lens at 70mm. f/14 at ¼ second. ISO 100



VERY GOOD LEVEL AWARDS

Second Place

Rory Shannon

Chasm Falls—A Rocky Mountain Gem

Rocky Mountains National Park, Colorado

Chasm Falls is one of the more accessible waterfalls in Rocky Mountains National Park, but getting there requires driving up a gravel road with many switchbacks and no guard rails, or hiking about three miles. Shannon wasn't deterred by having to navigate the narrow road eight more miles after photographing Chasm Falls. His composition plays the fluid vertical movement of the water against the surrounding rocks' opposing diagonals, dark and light tones, and speckled textures. The 1/6th second exposure makes a relatively small volume of water look bright and graceful. The fallen tree at bottom right enhances the viewer's perception of depth. Shannon says, "It is a great drive to do...a must if you visit RMNP." A four-wheel drive vehicle is a helpful camera accessory in such places.

Canon 5d Mark IV, with EF 24-70 mm lens.

Shot at ISO 100, f/11 @ 1/6 second

Judge's Notes on the Winter 2022 Contest

There could have been several more winners for this issue. When the choices are that difficult, it gets down to how closely a photo adheres to the parameters spelled out for the contest. And if there are still too many candidates, I consider the effort involved

in creating the image. That's not to say a truly outstanding grab shot won't win. Sometimes life hands you perfection in an instant. But in general, most outstanding photos aren't simply taken, they are *made*!



Regrettably, the Pro Level First Place photo in the last issue of *Roughing It Smoothly* was attributed incorrectly. That broad, glowing photo of the sun lighting up the underside of Mesa Arch in Canyonlands National Park is by Carl Valderama of Dublin, California. He titled his image *Worth the Wait*, because he returned to Utah four years after running out of time to visit Canyonlands on his first trip. Although he's not a morning person, he was eager to be at Mesa Arch "as it progressively becomes bathed in warm sunlight. Truly a spectacle." With his camera on a tripod, he used a remote shutter release on his USM lens, which can focus faster than standard lenses. He waited until the light rays bounced around, intensifying the red sandstone like glowing embers. The the distant canyons seen through the arch add detailed interest to the image. Fortunately, the couple who were incorrectly named as winners, Warren and Joy Word, generously called our attention to the error. Carl Valerama was equally gracious when he received our phone call apologizing for the mistake. Thanks for being so understanding, Carl! Carl used a Canon EOS 5D Mark IV with an EF16-35mm lens at 16mm, on a Manfrotto tripod for his image. ISO is 100, and exposure is 1/40 @ f/8.

Your Next Challenge: Weathered Wood

What is it about a decrepit old barn, the water wheel of a grist mill, or a gnarly driftwood log, that makes many people stop and gaze at the weathered wood fondly? Whatever it is, capture it for your submission to the next Photo Contest. Weathered wood can be a foreground element of your composition, like my photo of the log fence framing Idaho's Stanley Peak, or it can be the focal point, as with my Oregon coast driftwood image. The lighting, focus, and composition must be pleasing, and distracting elements eliminated. There's lots of wiggle room for subject matter in this contest as weathered wood is an abundant topic. If you're snowed in when you read this, go through your travel photos. You may have a good candidate already. Photos must be taken in destinations you can visit in a Tiffin RV, like Canada and Mexico, but not other foreign destinations. Please submit just one photo.

How and When to Submit Your Photo

Roughing it Smoothly uses MS-Word to prepare manuscripts. If possible, please use Word to create your document with the requested data. Converting your photo data from several word

processing apps is very time consuming. If you have a great candidate but don't have Word, use the gmail address below and key your information into the email. Attach your image to the email. You *must* include: Your name, mailing address, email address, phone number, a title for the image, and the location where the photo was taken. Write up to four sentences telling the story behind the scene. Name the camera brand or cell phone used. If applicable, add the lens and settings. Did you use a tripod, in-camera editing tools, or an app like Photoshop, which is encouraged for cropping, leveling horizons, and tweaking colors and lighting? You are the artist and your medium is light. Like any artist, you can use tools that interpret your composition.

Email your photo to: fred1902@gmail.com. Photos must be a minimum of 2.5 MB. They should look sharp on your computer screen at 8" x 10", preferably at 300 dpi. Entries must be received by March 1, 2022.

Prizes: Pro Level, \$100 first place, \$75 second place. Very Good Level, \$50 first place, \$25 second place.



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A Breath of Fresh (Farm) Air

TEXT AND PHOTOGRAPHY BY CHARLES BRECKENRIDGE

“Why can’t we stay here?”

We sat on the terrace with our wine, while vineyards stretched out before us, soaking up the sun. My thought was not too original, I’m afraid, who wouldn’t want to stay at a beautiful winery, when just visiting one is so enjoyable?

Don and Kim Greene wanted to stay longer, too, on a farm they were visiting in Europe, and they were familiar with many of the various European agritourist programs that facilitate visitors staying on working farms. So the Greenses asked, “Why can’t we do this in the U.S.?” Surely they weren’t the only people interested in experiencing what goes on at a farm. Not necessarily the getting up at 4:30 in the morning and coming home dog-tired at sunset parts, but learning and appreciating the processes of farms and their rural beauty.

In 2010, Don and Kim’s idea morphed into Harvest Hosts, an organization that originally provided an interface between RVers and those farming families willing to share their slice of rural heaven with overnight visitors. Now if you’re thinking, Don and Kim founded a company and Charles had a second glass of wine, you are not entirely incorrect, but you’re missing the point. The Greenses made it possible for you to actually stay at a farm, winery, orchard, or whatever. You can explore the workings of your host’s operation without the nuisance of actually working there, then sleep in your own bed at night and be on your way in the morning with a refrigerator full of fresh produce or a few bottles of wine you wouldn’t have discovered otherwise.

Harvest Hosts puts RVers in touch with more than farmers—



(an organization connecting campers and landowners), and maybe the Greens got our name from there.”

Clint shared his letter from Don and Kim that welcomed him to Harvest Hosts in 2015. Reading it is like taking a peep inside Grandad’s musty garage—it suggests the Host provide a “fairly level parking area” and ask guests to show “membership card and vehicle badge and utilize the sign-in sheet that we will provide.” These instructions conjure up the image of a harried Host wielding a pencil and clipboard as he directs RV pilots to the least lumpy camping spot in his barnyard. Just checking the date on my iPhone—was that only six years ago?

But big changes were coming.

Years before, Joel Holland had his own idea, a concept for sharing stock video that morphed into a company called Storybook. The concept was sound, and years of hard work made it a success. Sitting on a pile of cash after Storybook sold, Joel and his wife, Mary Ashley, took some time off to catch their breath and travel around the U.S. in an RV. They discovered Harvest Hosts and enjoyed their agritourism experiences, U.S. style.

My wife, Mary Kay, and I began RVing last year, but it took us a while to discover Harvest Hosts. Like many new RVers, we focused on destinations with complete hook-ups, and figured the total freedom of just pulling off the road on a whim and spending the night would come ... someday. Many RVers have shared the same journey—after several months of living in our Phaeton, scratching our finish on untrimmed trees and swatting mosquitoes at \$75+ a night, we began to question the value of the campgrounds.

We gradually realized our stays on my brother’s place were in most regards superior to our campground experiences, so why not expand our horizons when we were traveling? And that led us to Harvest Hosts, and a farm in the middle of Maine.

How fortunate for us that in 2018, Joel purchased Harvest Hosts, and soon after discovered a similar organization offering overnights at golf courses. So the 600 farms and wineries were joined by over

think farms and ranches, orchards and wineries. And not the misanthropic bachelor farmers of Lake Wobegon. These are men and women eager for us to see their

Eureka Farms has a charming farm store which is the unofficial gathering spot for Harvest Host campers. ♦ Hollis Edwards offers a tempting inventory of several hundred items in his farm store—Maine-ly tasty comestibles.

operations and sample their products. A great concept, Harvest Hosts grew steadily, if not rapidly.

“There weren’t too many Hosts in Texas in those days,” recalls Clint Walker, talking with us about the beginnings of Harvest Hosts. Clint is the owner of Walker Honey Farm and Dancing Bee Winery in Central Texas. “We were in HIPCAMP



Sap in, syrup out—the wood-fired stainless steel boiler reduces the maple sap to produce the coveted syrup. After a filtering process, the reduction requires 40 gallons of sap to produce one gallon of syrup.

400 golf courses. Then more breweries, museums, even libraries, never forgetting the farms that started the whole thing.

With the exception of Silicon Valley and the state of Texas, wheeler-dealer can be a term of opprobrium, but this wheeling and dealing has paid off for everyone. Holland knew the levers to pull to obtain financing, overhaul the website and reservation system, and build an organization to support the growth he planned. He secured \$27 million in financing and soon Boondockers Welcome was in the tent, adding 2,900 more options for RVers. If you haven't tried it already, Boondockers Welcome puts RVers in touch with people who allow you to overnight on their property without charge. Obviously, most of them share your affinity for the RV life-

style and enjoy providing a pleasant place for you to stay. Like HH, people connecting with people.

We joined Harvest Hosts and had no trouble making reservations with Eureka Farms, in Palmyra, Maine. We visited last fall.

"We'd heard about Harvest Hosts from another maple syrup guy, and we thought it was worth a try," said the owner, Hollis Edwards. "And we couldn't be happier with the results." We couldn't have been happier with our visit, either. Their 185 acres feature a charming store/maple syrup shop that also serves as an informal gathering place for campers and sometimes Hollis or his son and co-owner, Seth.

We walked to the store in an excellent mood, thanks to a level, perfectly flat spot

for our Phaeton a few yards away. In fact, my first thought was that our computerized leveling system had malfunctioned—it had never before worked so quickly. So we were predisposed in favor of Eureka Farms. For a one-night stop, give me level site over any other campsite condition or amenity.

"I hope you'll make yourselves at home," said Hollis when we entered the store, "Look around wherever." I took him at his word and was fascinated by the Leader brand syrup equipment in the two-story shop adjoining the store. This brass and aluminum wood-fired contraption processes and filters the syrup, turning 40 or more gallons of sap into a gallon of syrup. Most professional producers use one model or another of Leader equipment.

Trees that are trimmed or felled on the farm are cut and used to fuel the syrup operation, unless large enough to be milled into lumber—another process that I checked out. Another building is devoted to bee-keeping equipment and supplies and I dawdled here as well. Perhaps a mistake, because when I finally returned to the store, it looked like we were doing way more than our share to support the Maine agricultural community.

"We had a roadside stand for fruits and vegetables," Hollis said. "And I thought it could be even better, so we built a place for it down here." There's a good picture of the store on their website, but it gives no sign of the good stuff on the inside. A very nice place indeed, again a lofty two-story design that features not only beans, syrup, honey and other Eureka Farm products, but also the products of maybe 50 other Maine farmers and producers, all of whom Hollis knows by name.

It's a fascinating place with 99 percent of his inventory Maine grown, raised, or produced. We walked out with three bags of purchases. After we ate a Whoopie Pie with dinner, we returned in the morning for the ones they had left. Amazing creations, probably from an early French settler's recipe. Maple or chocolate, and you can freeze 'em. And walk an extra mile tomorrow, *bien sur*.

Seductive as the Whoopie Pies were, our lasting impressions of Eureka Farms



were of the place and the people. We sat on the store's porch. Another camper had built his own rig on a van chassis—seriously?—and he and his wife live in it full time. Seth brought his children by after school and they rushed to hug Grandpa and tell him about their day. It may not have been real life on the farm, but as a coyote

called in the gathering dusk and the kids plundered the store, it felt real enough.

The next morning, we found another Class A had joined the party. They'd stayed at Eureka before and knew where to park. Even with our windows open, we'd slept through their arrival. Maybe it was the country air. I carried my coffee cup to

The Walker Honey Farm store with its seasonal produce draws local residents and travelers from throughout the U.S. ♦ Beehives viewed through an apple tree. ♦ Serious honey production. Seriously good too, with several varieties. The owners realized the symbiotic relationship of developing honey operations and vineyards on adjacent farms. ♦ Clint Walker's Dancing Bee Winery offers a tasting room in season.



Harvest Host guests will appreciate prime parking near the handsomely landscaped entrance to Haak Winery. ♦ Award-winning wines tempt visitors in the winery's tasting room.

the other side of our tiny home on wheels, and found someone else had joined us—a black Angus munched contentedly, one of a group that someone had moved into the pasture next to our Phaeton's entry door. The work starts early in these parts.

We said our thank-yous and goodbyes to Hollis and Seth, but couldn't leave until Hollis showed us the apple orchard (I think he'd checked the previous day's receipts reflecting our purchases). Every year, they add a few more trees to the columns marching down the hill in two neat rows, the beehives lined up alongside.

We'd enjoyed our visit, and learned something, too, perhaps hard to define or measure, but valuable and unforgettable nevertheless. Our first Harvest Host visit had exceeded all expectations—we'd recommend you visit Eureka Farms, too. And ask Hollis about the Paulared apples.

People have an easy time finding Walker Honey Farm. It's right on a busy highway and the guided tours alone bring over a hundred people eager to learn about the honey-making process every month, but Clint Walker still values the Harvest Host connection and works to expand it.

"We're RVers ourselves, so it's a natural fit," Clint told us. "Meeting guests, visiting with them, in many ways, it's like making friends in a campground. And even during the pandemic, we felt connected. People stayed with us and we were all still part of the community."

Like Eureka Farms, Walker also has a thriving retail store, but this one comes complete with a tasting room and shaded arbors where you can sample their meads and wines. Between the farm and the winery, the store offers a very wide range of items for sale, about 90 percent of their own production, so Clint believes that guests "get a sense that they've visited our operation," even if they haven't had time to tour the production areas.

We wandered the store, rather, Mary Kay wandered the store, while I devoted myself to the wine list. She found soaps, candles, cosmetic products, and candies, but most of all, honey. Different varieties, with different flavors and from different sources. They had some interesting wines,

but I always wanted to know what mead really is, and here I found some interesting ones—how does Vanilla Espresso sound?

It sounded good to me, and so did some others, and here we really enjoyed one of Clint's marketing touches—a complimentary wine tasting for HH guests. We added a charcuterie tray and joined some other HH visitors on a patio for a very enjoyable afternoon, a great way to unwind after a long day of travel.

Most people are aware of local honey's reputation for fighting allergies, but the flavors, produced solely by varying pollens collected by the bees, were eye-opening. Local yaupon holly honey, clover or orange blossom honey and many more, all available to sample and compare. A little earlier research had convinced us that buying locally-produced honey has many advantages, not the least being that much of the bulk, anonymous honey is produced in China, frequently adulterated with sugar water and supplying little but calories and a vaguely honey-like taste. In any event, we loved what we bought, and before we left the next morning, we hustled across the lawn to grab some more of the honey-peanut butter blend.

Walker Honey Farm doesn't feel like a small-town family farm operation, and I told Clint he sounded like a marketing man more than a farmer.

"You've discovered my secret," he said, "My grandfather started the bee-keeping operation and I grew up here in Central Texas, but I have a PhD in theology, and was a pastor in Los Angeles before I brought my family back home." He may be the only beekeeper around with exactly those qualifications, but his background is perfect for his part-time role as a Host.

He and his staff work at making a HH guest feel welcome, with campground maps (thank you, Mr. Walker, for the level campsites) and free wine tastings complete with souvenir wine glasses. "We want to honor the effort visitors have made to visit us," said Clint, "and in turn, we think people like the connection with something real and natural." A pattern was emerging.

Clint is another Host who believes in

the program. "There's no pressure from HH, and with the programming they supply, the program should work for anyone." Like Hollis Edwards told us in Maine, "The software system works great. If we need to, we can block out dates, so people see right up front when they can visit."

Now Mary Kay and I were on a roll. After successful visits to Eureka Farms and Walker Honey Farm, we tried Wilderness Golf Course and Haak Winery on succes-

sive days. Wilderness Golf in Lake Jackson, Texas, had a corporate event planned for the day we tried to schedule, so we couldn't stay there. But we were close, so we visited them anyway.

They were busy, and we were lucky to park our Jeep in the lot. They reported quite a few Harvest Host guests stayed with them this year and felt the number was growing. Again, the new software had worked smoothly, as they had blocked out



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the day of their event on the reservation calendar.

On to Haak Winery in Santa Fe, Texas, where Leigh Balli took time to share their experiences as Hosts. Haak makes several varieties of wines, and like most serious Texas wineries, their grapes come from the High Plains area of West Texas, where the altitude, weather, and chalky soil produce excellent *vinifera* grapes. Haak, however, does not bring in the juice, which would be more economical, but has their

leads the world in the production of attorneys). One of Haak's most popular wines is a Madeira, and it's good enough that they are still allowed to call it a Madeira following a murky endorsement process from Spanish authorities.

If you stay at the winery at the right season, you can look out your RV's window directly into the crush process, which would be pretty cool, but noisy. Haak can handle four HH guests at a time with this current arrangement, but even that's not enough

the chance to tour the winery vineyards, production facilities, and cellar.

Like every Host we met, Haak is looking forward to even more HH visitors in the future. For us, the RV visitors, don't worry—HH is expanding the Hosts at a rate roughly equal to the membership growth. Joel Holland is keenly aware of the danger that demand might exceed capacity in the system and HH maintains a balance between attractions and guests to ensure we can always find a place to visit.

We have been delighted with our HH experiences, but what about the organization itself? *En fuego*. Today's website now hums like a Mercedes (Okay, Joel, a Tesla). Total overnight options are over 5,700 sites, they add about three or four a day, and last year they doubled users to over 161,000 happy campers.

And how do we know they're happy? Because they say so, in the many surveys that Harvest Hosts carries out. Harvest Hosts surveys their Hosts, their campers, the industry at large—if it has a pulse, they'll survey it. You are quizzed on your experience after every visit you make to a Host. As a result, the organization has accumulated some very valuable information about the industry and its future, and Harvest Hosts plans to be a big part of that future.

If you haven't already arranged a visit to a HH destination, you will find no clipboards and phone calls are necessary for the process. You now look at a map to find a Host where you plan to travel, or select a type of experience that you'd like to explore, or maybe just Hosts in the area of your destination. You request a reservation, and an email confirms your request. A second email delivers your reservation and gives details about the route into your destination, hours of business, check-in times, and sometimes even a campground map.

But what if the system doesn't work like you think it should, or if your question is not completely answered? We live in an age when many corporate execs state without a blush that to save money they downgrade customer service as close as possible to Third World standards (and



You may find yourselves, as this Harvest Host visitor did, enjoying an incredible sunset and the solitude of a beautiful farm in late August. Most Harvest Hosts locations require dry camping.

grapes trucked in to be pressed at the winery, where their winemaker can control more of the process. They make some very nice Tempranillos and Cabernets, as well as some Blanc du Bois varietal whites grown on the estate. Yes, that's Blanc, not Blanche, for you *Streetcar* aficionados.

When the U.S. wine market began its explosive growth in the 70's, most European wine growers fought and won the right to protect their regional names—Champagne, Burgundy, etc., after some protracted legal skirmishing (the U.S.

to meet demand. Like Wilderness Golf, using existing parking space can be difficult during special events. Haak has seen HH traffic double this year, so Leigh told us they will build pads dedicated for HH use in a serene vineyard setting. The new camping spots should be ready next year.

An investment like this demonstrates that HH traffic is profitable for the winery, but "The best part is meeting the campers and hearing their stories and the reasons they travel," said Leigh. HH guests are offered a complimentary glass of wine and

use Third World personnel). They actually choose to keep us like the British colonial sergeant preferred his men, “Sullen, but not rebellious.” In contrast, Joel told us that Harvest Hosts has a goal of responding to your questions within three hours. That’s all seven days of the week, campers. How many other companies would say this and live up to it?

Obviously, at least part of Joel’s \$27 million has been well spent. The reservation system works better than most of the for-profit campgrounds and resorts. All this in addition to the professionally produced newsletter you receive via email each month, and the dozens of RV-related discounts you get with your membership. Harvest Hosts has become such an attractive proposition for RVers, the question is why wouldn’t you pay your \$99 a year to be a part of the fun?

Our experiences at the wineries we visited were certainly not unique. While they are adding new types of experiences like museums and libraries, Harvest Host has seen the obvious and has emphasized recruiting wineries and breweries so our post-travel decompression can be replicated by others, lots of others. Besides changing its mix of Hosts, the company is constantly upgrading its customer interface and perhaps even its mission.

The transformation of Harvest Hosts leads it to a unique position: HH may be transcending RV and camping organizations entirely, moving closer to other premium vacation providers, right there with private jet clubs and luxury vacation home ownership plans. Could this be the future of HH? Even more in-depth experiences as part of your stay? Longer stays? Maybe turn it completely around—visits without staying overnight?

What if HH offered you a chance to harvest grapes or see whiskeys blended? Or actually participate in farm or ranch life—although some aspects of the ranch option have lost their appeal after that last episode of *Yellowstone*. Fortunately, Joel Holland will not be content to just add more Hosts and members to the mailing list. The idea is expansion, not merely growth. That solid people-to-people

foundation makes a lot of things possible.

Every Host we spoke with volunteered that meeting their guests was the most important part of the program for them, and clearly, we RVers would not be there if we were not interested in making that same sort of connection. Everything I learned indicated that Joel Holland and his team facilitate these thousands of interfaces with a similar philosophy and commitment to providing superior behind-the-scenes support. It’s a great time to take

advantage of these opportunities.

Now that we’ve learned about Harvest Hosts and experienced some of the possibilities, we plan to visit many more Hosts next year. But what’s next for Joel Holland? For one thing, more travel. Next summer Joel and Mary Ashley plan to take their new daughter, Waverley, on her first RV trip. They enjoy their trailer now, but the future might include a Tiffin. And why not—he’s already made a lot of other good decisions. **RIS**



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The Tiffin Tech Talk Team Welcomes Your Questions

The Tiffin Tech Team invites your questions and will address them with a platoon of experts and specialists in the Tiffin Service Center who field owners' questions 10 hours a day Monday through Friday.

Please send your questions about your motorhome through our email site at rismag.org/contact/techtalk, and especially those questions that may be useful to all of our readers. If you prefer to send a letter, please use the following address:

Tiffin Tech Talk Team
Roughing It Smoothly
PO Box 1373
Monroe, GA 30655-1373

Bob Tiffin 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.

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

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

Dear Bob and the Tech Talk Team . . .

Owner Needs Assistance in Setting Up Winegard Satellite TV System

We own a 2016 Allegro 36LA. Who can correctly and confidently set up my Winegard satellite TV system in my coach?

Duane Carlson, Liberty Lake, Washington

Dear Duane,

Call service at 256-356-0261 and ask to speak to Nick Brewer. If he is on another call, leave your number and he will return your call. He can walk you through the process which has several steps. Nick will need to know what you are seeing on the TV at each step in order to lead you through the process.

Leveling Jack Retracts on Its Own

The rear passenger jack on my 2016 Allegro 35QBA extends all the way to complete a leveling event and rests on a pad. In 24 to 36 hours, the jack retracts on its own. What could be the problem? Hydraulic fluid is fine.

Thomas M Pilat, Marshfield, Massachusetts

Dear Thomas,

Since there is no visible hydraulic fluid leak, more than likely the solenoid valve that opens and closes to allow fluid to flow is not closing off properly. This valve is located on the jack pump itself.

Be sure the bleed-off valve at the end of the electric solenoid is closed. If it is closed and the jack still comes up, the solenoid will have to be replaced.

Can I Add a Bathroom Mirror in a 2021 32SA?

I have a 2021 Allegro Open Road 32SA. The bathroom has a flat mirror on the wall adjacent to the door and a medicine cabinet mirror directly opposite the door. I would like to add a second flat mirror (same as the original one) between the medicine cabinet and the window. Can I buy that mirror? What is the part number? Also, what would be the best method to fasten it? I assume the original one is screwed on from behind, which will not be possible with the second one.

Paul Antle, Wilmington, Delaware

Dear Paul,

You can order a mirror from our parts department. Call 256-356-0261.

There will not be a part number on our mirror. Just have the size of the mirror.

Call service to make sure nothing is behind where you are putting the new mirror and to find out the best way to attach it.

Owner Needs Better Lighting for Applying Makeup

I own a 2021 Allegro Red 38KA. The lighting in the full bath is not adequate for applying makeup or hair styling. Do any other women have the same issue? Installing an additional lighted mirror will be very expensive. Can Tiffin offer a better solution?

Karen Foster, Vicksburg, Michigan

Dear Karen,

I understand your concern and that is something we can change in our next edition of the 38KA. You can easily remedy the situation yourself with a 12-volt lightbar positioned above the vanity mirrors. Since the nearest ceiling LED is just a few inches away, a wire can be pulled through the ceiling to connect the lightbar.

Changing the Factory Default Settings for Battery Monitor System

I just purchased a 2022 Wayfarer 25RW. Going through the various owners' manuals, I realized my battery monitor system (BMV-712 Smart) was installed with the factory default settings and not configured for the optional Li-ion batteries I have. I made changes to two of the settings per the owner's manual, but am now wondering if there are other settings I should change. And I also wonder the same about the inverter (Freedom X 2000 Inverter). Any insights you have would be greatly appreciated!

Chuck Gepford, Arlington, Virginia

Dear Chuck,

Download the Victron App called Victron Connect on your phone or tablet. Then connect to the monitor and go into Set-

tings. Find the battery charge rate screen. Make the change to the settings shown on page 37 in the Victron Manual. The settings are shown in the third and fourth paragraphs.

Owner Requests More Information for Max Load Capacities

I recently read in *Family RVing* magazine (58:10, Oct. 2021) information that I should have available if I break down and need roadside assistance. Based on the suggestions from the article, please provide me with the following information for a 2017 Allegro RED 33AA.

Designed weight at each axle (front and rear)? GAWR Front is 12,000 lbs. and GAWR Rear is 20,000 lbs.

Type of front suspension? (The article suggested that the suspension would be one of three.) Yes, it could be:

Standard I-beam with steel springs;

I-beam composite/fiberglass spring with shields; or

A-arm suspension with air bags or

I-beam with air bags.

Air connection? Is there (and where is it located) a connection for a lift/tow operator to connect an air supply to the chassis to control the air brakes while towing? There is a customer air supply port in the front electrical box (directly under where the driver sits) which the tow driver can use to release the air brakes for towing.

Centerline of front axle (design distance from the front face of RV to centerline of front axle)? 83"

Thank you for helping me to prepare for the worst, although I hope I never need this information.

Stephan Linkel
Ewing, New Jersey

Dear Stephan,

The answers to your questions were positioned immediately after the questions, rather than placing them at the bottom as we usually do. For owners who have a 33AA built in different model years, the answers will vary slightly, especially the amount

of front overhang. Other model changes made annually will not affect this answer.

Finding Replacement Exterior Lights for an Allegro Bay

On my 2008 Allegro Bay 35TSB, I need to replace the two brake lights (red) and two turn signals (yellow) since there are many burned out LEDs in them. I think they were made by GloBrite (model 9859-88). I also need to find a side marker (Glo-Brite 122x88) yellow assembly. Can you please confirm the manufacturer, availability, and where to purchase them? If no longer available, is there a suitable replacement?

Robert Rajotte

Victoriaville, QC, Canada

Dear Robert,

All of the items you mentioned are in stock at the Tiffin Campground Store in Red Bay. Order the red tail light with

P/N 25631. Order the yellow tail light with P/N 25630. You provided the correct specification with the side marker (Glo-Brite 122x88). The campground number is 256-356-2769.

Upgrading Cabinets with Solid Surface Countertops

We want to upgrade the countertops in our 2008 Allegro 32LA with "solid surface." We looked at quartz, but it is too heavy. Although the extra 300 lbs. may not be a problem, we were told it may crack during travel and we would not be able to use it for the dining table. Can you provide or recommend a solid surface countertop material that can also be used for the dining table? Do you have any recommended suppliers and/or installers?

Doug Smith, Surrey
British Columbia, Canada



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Dear Doug,

As you know, Tiffin Motorhomes does not offer interior work for its coaches and does not sell solid surface countertop material to owners. However, two U.S. companies, Corian and Wilson Art, manufacture solid surface countertop material. Most cities

have fine cabinet shops capable of upgrading the cabinets and dining table in your coach. Get recommendations from local builders and have the work done locally. If you are planning to visit Red Bay, you can visit craftsmen in our area who can help you with your plans.

A Solution to Ford's Dim Dash Lights?

I read the letter from Al Lipper in *RIS* "Tech Talk" regarding Ford's dim dash lights. It is also a complaint frequently mentioned in several RV forums. I agree it is a safety issue that needs to be resolved.

I have tried a battery-powered book light. It worked fairly well, but the battery life was limited in these small devices. I never knew when it would go dim or out completely. I then tried a USB light. It produced a reflection and the difficulty of the power cord interfering with the gear selector.

I believe the best solution will be a 12-inch LED, self-adhesive strip light attached under the dash eyebrow. I have no idea how to connect it to the motorhome's headlight switch so that it comes on automatically. The light strip is very inexpensive (six of them for \$10 on Amazon). Could TMH make a "dash light kit" available to Allegro owners? No need to publish an answer now. Just ask your electrical engineers to think about it. Thanks.

Robert Sandhagen, Upland, California

Cleaning Up a Few Problems in a 2021 Wayfarer

We love our 2021 Wayfarer 25RW, but the cruise control works a few hours, then quits! We have taken it to Mercedes several times, but it starts working again, so they say "make another appointment when it's not working." Very frustrating! When we turn a corner, the drawers slide open and shut! Do you have a fix for this?

We still don't understand how to use the WiFi Ranger. We keep playing phone tag with them. We are glad we down-sized, but we need to solve the cruise and the Ranger problem. Please help.

Bob and Betty Pippin
Benton, Kansas

Dear Bob and Betty,
To keep the drawers shut tight while traveling, you can order "bulldog latches" from our service department in Winfield.

Continued on page 88

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Also making its premiere at the Super Show will be the Tiffin Midas B+ built on the Ford Transit chassis. The new Midas packs a lot of punch in a compact easy-to-drive chassis with all-wheel drive, a 3.5-liter EcoBoost V6, and the full suite of Ford driver's assist items. Additional amenities include twin beds, a side bath and full kitchen. The Midas will be great for those wanting the next step in downsizing and the ability to get into camp sites


paths to the top. Three green, tree-shaded campgrounds are behind the bluffs. Dangerous rip tides and steep underwater drop-offs. 90 campsites, no hookups, max length 31 feet. Coin-operated hot showers and flush toilets. The birding is great, there's a port for remote-controlled slope gliders, and observation decks on the bluffs provide great whale-watching. The fee for all campsites is \$35. reservecalifornia.com/Web/

cranny, and we store what we need,” Nancy pointed out. They have even found an easy way to bring their foldable bikes with them by putting them in large bins that fit inside the coach while they are driving. Dale states, “I love our Wayfarer. Tiffin gives you

Preserve, evolve, and grow. This is the path forward as we pay tribute to our heritage and fulfill our company purpose of “Many Adventures—One Dream.” We hope you’ll join us for the ride as we continue to explore new ways to adventure in one of our luxury RVs. We will have a few other “surprises” to show at Tampa, so come by and see us or watch the Tiffin Facebook page for updates! 

They are already making plans to go out west in 2022 and are thinking about Alaska in 2023.

The WiFi Ranger on your 2021 Wayfarer is a repeater, not a host. M-B can make the radio in your coach a host, which will greatly improve your reception. You should receive good support by calling 508-321-5544 or sending an email to support@wifiranger.com.



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