

# Roughing It Smoothly®

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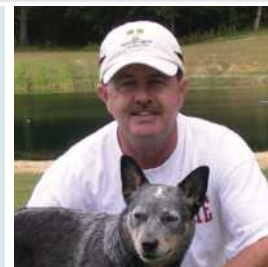
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Reimagined and Rediscovered.

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## Roughing it Smoothly®

October 2022

Volume 19, Number 4

*Roughing It Smoothly*® magazine (ISSN 2472-3770) is published four times a year by Book Production Resources for Tiffin Motorhomes, Inc., 105 2nd Street NW, Red Bay, Alabama 35582. BPR offices are located at 1450 Monroe Drive, Monroe, Georgia 30655. Periodical postage paid at Monroe, GA and Red Bay, AL 35582.

This issue of *Roughing It Smoothly*® has a printed distribution of approximately 65,000 copies, a mailed distribution of 45,000 copies, and a dealer/event distribution of 20,000 copies. Online readership estimated at 42,000. It was printed by Progress Printing Plus, 2677 Waterlick Road, Lynchburg, VA 24502.

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Contributing Photographers: Fred Thompson, Suzanne Clemenz, Charles Breckenridge, Steve Blume, Kevin Kelly, Carolyn Breinich, and Barbara Overton.





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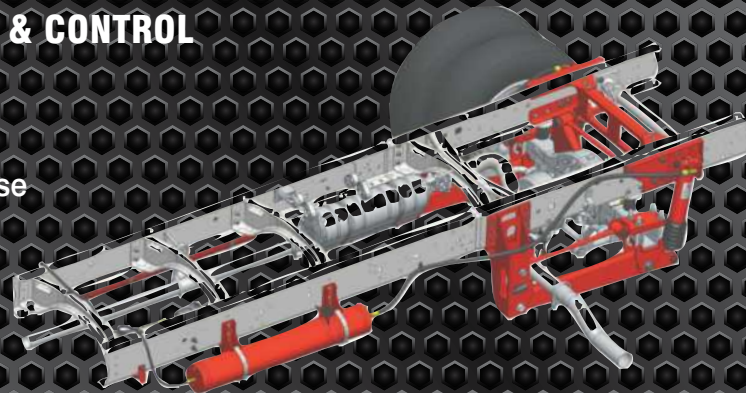
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## THOR Industries & Tiffin Motorhomes: A Company-within-a-Company

by Leigh Tiffin

Most new industries begin in a very fragmented state with lots of competition and consolidate as they mature. The RV industry has been around for perhaps 100 years, but in the last 50 years its path toward maturity has accelerated. At this point, the RV industry is quite concentrated with the three largest industry players (THOR Industries, Forest River, and Winnebago) holding some 90% combined RV market share. On December 21, 2020, Tiffin Motorhomes officially joined THOR Industries and became part of the THOR global family of companies. As anyone who studies industry consolidation trends understands, it was just a matter of time before Tiffin became part of a larger RV business with all its inherent advantages.

A common question we have fielded in the last two years has been, “What will change since ownership has changed?” The answer: not much, as I will explain in more detail in this article. Another question we are frequently asked goes something like this, “What advantages does Tiffin enjoy by being part of the THOR family of companies?” To understand why THOR Industries is unique and why Tiffin chose to partner with them, a little history on THOR and its decentralized, autonomous operating model is in order. I will also elaborate further on the business advantages of Tiffin’s alignment with THOR.

Naming the company with the first two letters of each of their surnames, Wade Thompson and Peter Orthwein founded THOR Industries in 1980 with the purchase of Airstream. After going public in 1984, THOR grew both organically and through strategic acquisitions primarily in recreational vehicles (RVs). Today, the THOR Family of Companies is one of the world’s largest manufacturers of recreational vehicles.

THOR brings economies of scale to its companies, but its acquired companies are extremely independent. They are led



separately, by their original managers in many cases, and compete with THOR’s other divisions. There have been several ineffective attempts in the past by other organizations to grow through acquisition in the RV industry, but THOR has consistently replicated impressive results through a conglomeration of diverse acquisitions. Part of THOR’s “secret sauce” has been its ability to grow through acquisition of distinctive RV companies while maintaining their unique characteristics and brand identity.

The proof that THOR’s approach works is demonstrated by the results and diversity of its various subsidiary companies. How else could companies as different as Airstream, Keystone, and Tiffin all

retain their unique identity under the same corporate ownership? According to the THOR template, the key is to distinguish the product by its selling features. How best to do that? Keep each division’s sales, engineering, research and development, and operations separate. By competing with one another, THOR subsidiaries create and build vehicles with different attributes and character.

Dealers say THOR’s company-within-a-company structure makes it responsive to customer wishes. A suddenly popular floor plan or feature can quickly be added to a design. Furthermore, each company can respond to different market conditions however they see fit by driving their unique strategic initiatives. With autonomous leadership at the local level taking care of the day-to-day functions of the respective subsidiary companies, no one must fight unnecessary corporate bureaucracy to get things done on behalf of the business and its customers.

What are the advantages to being part of THOR if each entity in the THOR family of companies is competitive with one another? For one, THOR is a strong source of financial support. The last two years have wreaked havoc on global supply chains. The effect on our business at Tiffin has been



slower production rates with many unit shipments delayed waiting on various and assorted parts needed to complete the coach. As you might imagine, the cash consequences of such enormous amounts of near-finished goods are overwhelming for the products we build. If it had not been for THOR Industries financial support, it is unlikely Tiffin would have been able to survive such dire events. Furthermore, THOR's move toward more supplier integration with the acquisition of companies like AIRXCEL bodes well for our future access to parts supply channels and early access to innovative offerings. Another great advantage to being part of the THOR family of companies is its approach to innovation that is nuanced to respect the uniqueness of each subsidiary like Tiffin, while pooling its collective resources to find commonalities that will benefit the entire family of companies.

Here's a direct excerpt from the THOR website explaining its approach to innovation:

"THOR's vision of the future is centered on providing an exceptional user experience. To achieve these ambitious goals, we've created and continue to nurture an innovation ecosystem which includes respected experts within THOR, as well as global-leading innovation partners . . .


. . . At the center of this ecosystem are the innovation teams at the THOR family of companies. Across the globe, teams at our 20+ operating companies are focused on improving products and user experience. In addition, the teams partner with engineers at THOR's corporate innovation incubators to bring industry-leading innovation to life."

THOR's corporate innovation incubators include **The Innovation Development Center (IDC) North**, an American innovation center focused on strategic product development, manufacturing process improvement, and data strategy.

Additionally, THOR has partnered with several global-leading organiza-

tions with specialized expertise to help develop RV-specific tech applications in areas ranging from vehicle electrification to voice command.

THOR Industries is the perfect parent company for Tiffin. As you can see, it offers the advantages of strong financial support, economies of scale, and leverage to innovation and technologies that will surely change the future landscape of the RV industry for many

years to come. For us at Tiffin the ability to retain our unique identity and longstanding tradition of unparalleled customer support certainly sealed the deal. It's a decision that we look back on with great satisfaction knowing the future of the Tiffin brand and legacy are in great hands. We look forward to continuing our path as an iconic, aspirational RV brand at Tiffin within the THOR family of companies. 



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## RECALLS for Fall 2022

This information is provided to make owners aware of safety recalls that may need to be completed on their motorhomes. For second owners, update your contact information or for questions about what recalls may apply to your motorhome, please email [recalls@tiffinmotorhomes.com](mailto:recalls@tiffinmotorhomes.com)

### **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 un-

detected 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](http://care.cummins.com).

### **NHTSA Recall # 21V-514, Tiffin Recall # WAY-100 Wayfarer Valve Stem or Valve Stem Extenders may be damaged.**

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists in certain models of Wayfarer motorhomes: **2017, 2018, 2019, 2020 and 2021 Wayfarers, all floorplans.** Specific Wayfarer motorhomes are equipped with a decorative wheel liner that may come into contact with the valve stem or the valve stem extender used on the tires of the motorhome. Repeated contact of a valve stem extender with a wheel liner may cause damage to the valve stem or the valve stem extender. If a valve stem or a valve stem extender is damaged, it can result in a loss of air pressure in the tire which may increase the risk of a crash.

### **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](http://care.cummins.com).

### **NHTSA Recall # 21V-610, Tiffin Recall # WAY-101 Wayfarer Frame Rail Extension Failure**

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of Wayfarer motorhomes: **2017, 2018, 2019, 2020, 2021 & 2022 Wayfarer Motorhomes, all floorplans.** OWNERS MUST NOT TOW OR USE THE HITCH UNDER ANY CIRCUMSTANCE UNTIL THE RECALL REPAIR HAS BEEN COMPLETED. The hitch on the Wayfarer Motorhomes may become loose from the frame of the motorhome. The area of the hitch attachment to the frame on the Wayfarer brand of motorhomes needs to be reinforced. If the hitch were to become loose or break away, this could cause a crash which could lead to an injury.

### **NHTSA Recall # 21V-680, Tiffin Recall # TIF-118, Sofa Seat Belt Mounting Points**

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2018, 2019, 2020, 2021 & 2022 Allegro Open Roads; 2018, 2019, 2020, 2021 & 2022 Allegro RED's; 2018, 2019, 2020, 2021 & 2022 Allegro Breezes; 2018, 2019, 2020, 2021 & 2022 Allegro Buses; 2018, 2019, 2020, 2021 & 2022 Phaetons; and 2018, 2019, 2020, & 2021 Zephyrs that were built between January 3, 2017 and April 13, 2021.** Tiffin Motorhomes has become aware of the possibility the sofa seat belts were not mounted correctly. In the event of an accident, passengers that are sitting in the sofa may not be properly secured in place with the current seat belt anchoring



method, which may cause them injury. Until the repairs have been completed, do not use the sofa seating positions and seat belts during travel.

## **NHTSA Recall # 21V-753, Tiffin Recall # WAY-102 Wayfarer Rear Center Water Pan Failure**

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of Wayfarer motorhomes: **2018 24FW Wayfarers, 2019 24BW, 24FW, 24TW, 25QW & 25RW Wayfarers, 2020 24TW, 25QW & 25RW Wayfarers, 2021 25RW, 25SW & 25TW Wayfarers, and 2022 25RW, 25SW & 25TW Wayfarer Motorhomes.** It has come to our attention that on these certain Wayfarer Motorhomes, the area of attachment for the rear center water pan, which holds the rear center water holding tank in place, needs to be reinforced. If the area of attachment is not reinforced, the rear center water pan may become loose from the frame of the motorhome which could cause the water holding tank to become loose or drop from the motorhome.

## **NHTSA Recall # 21V-783, Tiffin Recall # TIF-119 Open 110-Volt Romex Wire in Dinette Wall**

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2020, 2021 & 2022 40IH Phaetons equipped with a dinette booth or a U-shaped booth and built between May 26, 2020 and September 28, 2021.** Tiffin Motorhomes has become aware of the possibility that an open 110-volt Romex wire has been left in the dinette wall. If this wire is not connected to a 110-volt receptacle outlet, there is the possibility that a fire may occur.

## **NHTSA Recall # 22V-068, Tiffin Recall # TIF-120, DCD Panel Torque & Information Label for 1200W inverters & DCD Panel, Buss Bar, Torque & Infor-**

## **mation Label for 2000W inverters**

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2018, 2019, 2020, 2021 and 2022 Allegro Open Roads and Allegro Breezes built between February 23, 2017 and February 14, 2022 equipped with a standard 1200W inverter or the optional 2000W inverter.** Tiffin Motorhomes has become aware of the possibility that the nuts on each side of the buss bar may not have the correct torque applied. If the torque is not correct, this could create ele-

vated temperatures on the buss bar which could lead to melting components on the DCD panel and in some cases, the overheating of the DCD panel could increase the risk of a fire.

## **NHTSA Recall # 22V-055, Tiffin Recall # TIF-121 Sidewall Mounted Patio Awning**

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2020, 2021 & 2022 Allegro RED 360 37PA built between May 2, 2019**

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and January 4, 2022 that are equipped with a certain brand of sidewall mounted patio awnings. Tiffin Motorhomes has become aware of the possibility that certain sidewall mounted patio awnings may not be securely fastened to the motorhome. If the awning is not securely attached, there is the possibility that it may detach from the sidewall of the motorhome and this could lead to an accident or a personal injury.

## NHTSA Recall # 22V-273, Tiffin Recall # TIF-122 Defective Slide Room Cylinders

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2021 Allegro Open Roads 34PA and 36UA floorplan**

**only, 2022 Allegro Open Roads, all floorplans and 2022 Allegro Bays, all floorplans.** Tiffin Motorhomes has become aware of the possibility that on these motorhomes, the hydraulic cylinder that moves certain slide-rooms may have a defective inner seal. If a hydraulic cylinder has a defective inner seal, it is possible the slide-room could extend from the motorhome on its own 6-8 inches while parked after non-use, or possibly, while in transit. Please note that there is an acceptable relaxation tolerance of ½ to 1 inch. This recall is for movement beyond this tolerance. A slide room that were to extend unintentionally during transit can increase the risks of a crash.

## NHTSA Recall # 22V-291, Tiffin Recall # TIF-123 Cahaba Improper Wiring and Inverter Installation

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists in certain **2021 and 2022 Cahaba Motorhomes, all floorplans.** Tiffin Motorhomes has become aware of the possibility that on these motorhomes, the 110-volt and 12-volt electrical system may be improperly installed, and that the inverter may not be secured. Improperly installed and unsecured electrical items may lead to a fire.

## NHTSA Recall # 22V-511, Tiffin Recall TIF-124 Possible Defective LP Service Valve

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2021, 2022 and 2023 Allegro Open Road, 2021, 2022 and 2023 Allegro RED 340, 2021 and 2022 Allegro RED 360, 2021 and 2022 Allegro Breeze, 2022 Allegro Bay, and 2021 and 2022 Phaeton Motorhomes, all equipped with the option for LP gas.** Tiffin Motorhomes has become aware of the possibility that on these motorhomes, the LP gas tank may be equipped with a defective LP service valve. A leak in the connection of the LP tank installed on a motorhome could result in a fire or explosion and serious personal injury, property damage or both.

## NHTSA Recall # 22V-589, Tiffin Recall TIF-126 PowerGlide Chassis 150-A Circuit Breaker

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists in certain **2022 and 2023 Allegro Breeze, 2022 and 2023 Allegro Bus, 2022 and 2023 Phaeton, and 2022 Zephyr Motorhomes, all built on Tiffin Motorhome's PowerGlide Chassis.** Tiffin Motorhomes has become aware of the possibility that on these motorhomes the chassis 150-amp circuit breakers may overheat and trip. If this were to happen, the chassis would lose power and the driver's dash display would go blank. If the chassis were to lose power, this would increase the risk of a crash.



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## Enjoying the *Roughing It Smoothly* 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

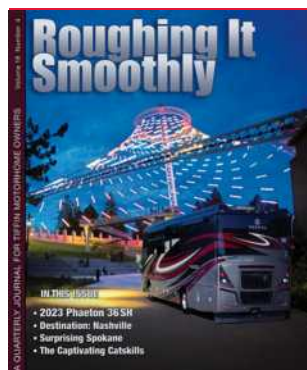
The digital magazine is presented online in facing pages; it is formatted for laptops, iPads, iPhones, Android OS, and most tablets that are WiFi capable. To access your copy of the digital magazine, go to [rismag.org](http://rismag.org) and click on CURRENT MAGAZINE. Clicking on the cover will take 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](http://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](mailto:lisa@roughingitsmoothly.com) or call (256) 356-3001.

### Lets Get Social. Like us on Facebook!

RIS magazine is on Facebook. 'Like' our page at [facebook.com/RISMagazine](https://facebook.com/RISMagazine) and stay in the know on everything Tiffin at the main Tiffin Motorhomes page at [facebook.com/tiffinmotorhomes/](https://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 42,000 have chosen to read RIS online at [rismag.org](http://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](mailto:lisa@roughingitsmoothly.com) or call (256) 356-3001. 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.

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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.

#### CHANGE OF ADDRESS

To request a change of address, please send your request to *Roughing It Smoothly*, Attn: Lisa Smith, PO Box 260, Red Bay, AL 35582. 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 (256) 356-3001 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/](http://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](mailto: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

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If you do not need or wish to send attachments, go to [rismag.org/contact/techtalk](http://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@roughingitsmoothly.com](mailto:lisa@roughingitsmoothly.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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You do not have to own a Tiffin motorhome to start a new subscription if you are interested in learning more about the lifestyle and buying a new or pre-owned Tiffin.

#### New Subscribers Please Read

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](http://rismag.org/managesubscription) and enter a new subscription.

### Tiffin Factory Tours

Plant tours are available Monday through Friday at the following locations and times.

**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, 12:30 p.m.**  
625 Fawn Grove Rd.  
Winfield, AL 35594  
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Please wear comfortable, closed-toe shoes.  
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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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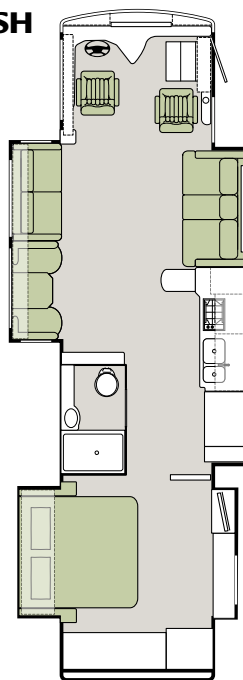
# Tiffin Focuses on the Phaeton's Most Popular Floorplans for 2023

Manufacturers of any product line carefully track customer preferences, modifying and improving features to make their entries more competitive in the marketplace—or eliminating a product if it is not selling well. After assessing market demand and what is selling best in the product line, companies double down on their best-selling products and make them even more attractive to the consumer.

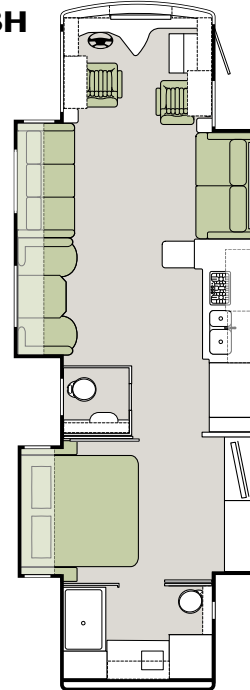
A critical assessment of the Phaeton product line led the sales and marketing teams to remove three of the Phaeton's floorplans from the 2023 lineup. The floorplans removed are the 40AH, 40QBH, and 40QKH. Those retained are the 36SH, 37BH, 40IH, and 44OH. The 40IH and the 44OH will continue to be offered on both the Freightliner and PowerGlide chassis.

In similar moves, Tiffin removed the 37AP and 40AP from the Allegro Bus product line. Its four available floorplans are the 35CP, 40IP, 45OPP, and 45FP. The Allegro RED 360's floorplans for 2023 will be 33AA, 37BA, and 38KA. The 37PA was removed. The Allegro RED 340 continues with its two floorplans: the 33AL and the 38LL. TMH removed the 31BR from the Breeze lineup since buyers were selecting the 33BR almost without exception. The Allegro Open Road offers four floorplans: the 32FA, 32SA, 36LA, and 36UA. Tiffin's famed Zephyr begins its 24th year with the 45FZ.

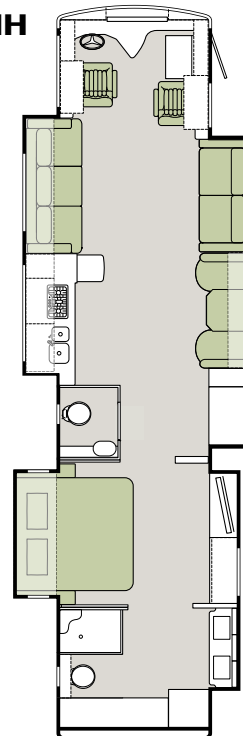
**36 SH**



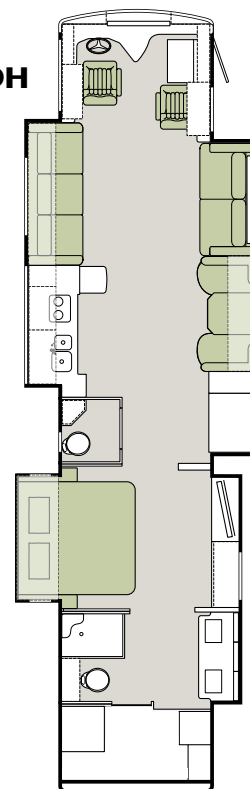
**37 BH**



**40 IH**



**44 OH**





TEXT AND PHOTOGRAPHY BY FRED THOMPSON

AS MANY OWNERS OPT FOR SHORTER COACHES . . .

## The 2023 Phaeton 36SH Is a Popular Choice

THE ENTRANCE EXPERIENCE to this 36SH is refreshing! The Pure Linen cabinets, the handsome fabric patterns in the Morocco interior suite, the variable intensity of the LED lighting along with the recessed accent lights, and the softness of the Ultraleather on the recliners create an environment that places the owner in a mental comfort zone that is nothing short of relaxing. Let's do a close-up on this 36SH with its carefully selected options and the new user-friendly screens from Spyder Controls.

### ***The Living, Dining & Working Area***

Take just three steps from the cockpit and you are enjoying the Ultraleather double recliner with dual motors—one for your back and legs and one for your neck and head (MSRP \$2,458). The Vicinity Natural Matte tile with wood grains add an extra dimension to the living room. With dark accents, the clean lines of the valances make a statement against the lightly patterned wallpaper background.

For 2023, the interior designer offers three décors:





Morocco, Oceanside, and Capri. The décors can be viewed on line or in the just-released brochures. In each décor, different fabrics have been selected for the living room and the master suite. While the cabinetry comes in a standard cabinet finish, you may want to personalize your cabinets with Amber Glazed, Shadow, or Pure Linen (MSRP \$1,008; \$1,443; or \$2,893). The Pure Linen finish required the Luster Sheen finish (MSRP \$863). The porcelain tile options are Vicinity Natural Matte and Contessaora, a glossy finish tile (MSRP \$573), which is required when you select the Shadow finish for your cabinets.

TMH always opens up its living areas with large windows. Two big ones in the DS slide-out above the dining bar and sofa (58 × 19.5 and 43.5 × 19.5) are augmented by two side windows (12 × 21.5). The large PS forward window (22.5 × 54.5) pulls in the light on the west side of the coach. And don't forget, you've got a 45-square-foot picture window in the front of your coach. All of the windows are framed with valances that conceal both privacy and solar shades. Both shades above the windshield are motorized with controls in the dash.

After the driver and passenger chairs have been rotated and are facing into the light-filled, airy living area, add the double recliner to the Ultraleather air coil sofa bed on the passenger side, and the living room now has seating for six. With the slides extended, the sitting room is nearly 13 feet wide and 10 feet long, a nice cozy sitting room by anyone's standards. And you

know what? There's not a TV in sight! Just beautiful cabinets over the dash. On the north wall of the living area, which adds five more feet to the daytime area's floorspace, a double-door cabinet—each door four feet high by 19 inches wide—conceals a four-shelf bookcase (19 × 45 × 8). Eight shelves in all (six adjustable), each 19 inches long and eight inches deep.

Directly under the enclosed bookshelves, the fireplace provides sufficient BTUs to heat the living area and galley. The optional 40-inch electric fireplace (MSRP \$863) offers multiple colors and flame effects, plus variable fan speeds and temperature control settings. It's the perfect companion to enjoying a good book on a cold winter afternoon.

Tiffin never misses an opportunity to add storage space. Over the dining bar and sofa, you will notice six compartments with a total of nearly 13 cubic feet of capacity.



EDITOR'S NOTE: To simplify showing the measurements of cabinets and drawers, the first number is depth in inches, the second is width, and the last is height. Remember d/w/h. In a drawer, "depth" is the long length of the drawer extending back into the cabinet; "height" refers to how deep the drawer is. Directionally, the front of the coach is "south," the rear is "north," the driver's side is "east" and the passenger's side is "west." SSCT = Solid Surface Countertop. N-S refers to a north-south measurement; E-W is an east-west measurement. DS = driver's side. PS = passenger's side. Numerals in sets and in parentheses are in inches.





The optional television over the dash has been replaced by eight useful cabinets (standard equipment), three of which hide controls for the awning, Wifi booster (MSRP \$1,008), Winegard In-Motion satellite (MSRP \$1,588), and Spyder controls. And when you're ready for television, push a button and a 55-inch TV rises from its concealment behind the air-coil sofa bed, complete with a 35-inch sound bar permanently installed on a shelf above the TV. This coach also includes the optional pre-wire for the Traveler Satellite (MSRP \$276). Enjoy the programming you choose for your coach.

#### **DINING OR WORKING IN THE 36SH**

The Dining Bar with printer shelf and file drawer below (MSRP \$1,646) was introduced two years ago in the Allegro Bus 35CP with a lift TV directly behind the bar that can be connected to

the laptop in use at the bar. The Dining Bar was migrated to the Phaeton 36SH. The two workstations have a shared desk space measuring 71.5 × 24.5 inches separated by a 25 × 24 drop-down extension table, which doubles as a door to conceal shelves for a printer and paper storage. The work area is served by three 110-volt outlets and two USB charging ports. When it's time for meals, the extension becomes the dining table for two.

The Dinette/Computer Workstation (MSRP \$1,153), a much-copied option for over a decade, is designed to serve two writers or technicians with connections for laptops and a printer. However, it can serve four for dinner, while the dining bar is designed for just two. The booth dinette is standard equipment and seats four, with its forward-facing bench providing two seat belts. When configured with the Dining Bar, the 36SH is essentially a two-person coach.

#### ***The Galley***

With the installation of its own facility nearly 20 years ago for manufacturing solid surface countertops, Tiffin Motorhomes has led the RV industry in creating designer-inspired galleys. Precision cut with CNC routers, the countertops have perfectly fitted covers for the sinks and cooktops. Each one-piece countertop is engineered and cut to an exact fit of the cabinetry underneath. Mitered edges and rounded corners add the finished touch found in the kitchens of fine homes.

The feature-rich galley is nearly seven feet long and 30 inches deep. The double stainless-steel sink has a single-lever polished chrome faucet with a pull-down spray head. The chrome soap dispenser helps keep the countertop neat. The unusually large primary sink (16 × 17.5 × 9.5) is supplemented by a small vegetable rinsing sink.







Several years ago, Tiffin did away with the full backsplash behind its wide galleys and introduced a 12-inch-high window that stretches up to 70 inches across the galley, letting in lots of light and giving the chef a view of the patio. Of course, it has a pull-down shade for privacy at night. It has been one of Tiffin's most copied features along with the island slide-out, which in this Phaeton adds an extra 28½ inches of solid surface countertop.

While there is a row of LEDs in the ceiling of the slide-out housing the galley, four more LEDs are recessed into the bottom of the overhead cabinets to really illuminate the galley's workspace. Three 110v outlets are mounted in the base of the OH cabinets, conveniently spaced across the galley. By pressing a stainless-steel cover in the left rear section of the galley, two more 110v outlets elevate along with two USB charging ports. It is positioned behind two square feet of countertop space, handy for a toaster or favorite appliance.

Plenty of storage is a hallmark of Tiffin galleys. Overhead, to the left and right of the microwave, three cabinets provide nearly nine cubic feet of storage. The bottom shelf of each cabinet is actually a slide-out drawer. The cabinet under the sink conceals a very large trash container, and provides plenty of room for the usual clean-up containers. Owners love the long drawers in the island slide-out. All three drawers are 26 inches long and 11½ inches wide. The top two are 3¼ inches deep and the bottom is 5¼ inches deep.

The two-eye induction cooktop by True® is concealed by a spring-loaded folding countertop (26 × 19) that tucks back out of the way and serves as an auxiliary backsplash. TMH furnishes a starter set of induction cookware. If you have favorite pots, pans, and skillets, you will be able to use them if a magnet sticks to the bottom of the pan or vessel. Induction cooking is efficient and easy to learn. The residential-size, microwave-convection oven (21 × 9.5 × 13) is located immediately above the cooktop, offering current technology for microwave and

convection cooking from the simple warming of frozen items to baking cookies, cakes, casseroles, and roasts. The bottom of the microwave-convection oven has a powerful exhaust with exterior vent to remove the heat and odor created by the cooktop. The galley also has a 3-speed Fantastic ceiling fan, this year with a new designer cover that almost disguises its purpose. Five LEDs recessed in the base of the OH cabinets illuminate the galley. In the ceiling of the slide-out housing the galley, an additional row of LEDs brighten the galley area. In addition to the primary Spyder control center on the wall facing the galley, the chef has a galley-specific control panel in the galley's sidewall. It controls task lights, water pump, exhaust fan, the galley's ceiling fan, and offers a view of the wet tanks. The ceiling fan has a variable speed (10–100%) and a timer to run from 5 to 30 minutes.

The majority of Zephyr, Allegro Bus, and Phaeton buyers select the optional drawer-style dishwasher by Fisher & Paykel (MSRP \$1,443). For those who prepare most of their meals in their coach, the dishwasher is a major time-saver as well as a germ-fighting guardian. They follow the procedure of rinsing their dishes after each meal, placing them immediately in the dishwasher, and running the rinse cycle. At bedtime, a full cycle hot water run is activated. The next morning: a set of fresh, sanitized dishes.

The coach's 20-cubic-foot refrigerator brings the latest technology to motorhome living. The LG ThinQ Inverter Linear refrigerator lets you talk to your fridge by using the ThinQ app on your smart phone, or even simple voice commands with the Google Assistant or Amazon Alexa. If you forgot to shut your fridge door and then left the motorhome, the app will alert you. If you invite guests to the coach while you are away, you can activate the IcePlus™ feature on your refrigerator through the cell phone app or a voice command and have plenty of ice by the time you get home. IcePlus delivers both cubed and crushed ice.

The ThinQ has separate settings and monitors for the temp

settings on the fridge and freezer. There's more: three 18 x 29-inch shelves; both doors have three pocket shelves for gallon jugs; two fruit/veggie crispers (each 12 x 15 x 5); and a covered slide-out tray (15.5 x 24.5 x 3) with three temp selections for produce and deli meat. The unit has both fresh air and water filters. The freezer drawer offers three compartments with over six cubic feet of storage. TMH added a slide/lock to the doors to assure they do not come open during travel.

For the 2023 Phaetons, TMH redesigned its single floor-to-ceiling pantry slide-out, replacing the same space with six long separate slide-out trays. The chef can now access the slide-out containing just the items they need.

## ***Tiffin Features Explained***

### **SHADES: PULLED & POWERED**

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

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

The solar and privacy shades for the side windows in the Phaeton's cockpit can be raised or lowered by a quick tug on the bottom rail of the shade that releases a tension spring. A second tug will make the shade stop wherever you wish. Before you leave on a travel day, position the side shades about 10 inches above your head so you can easily reach them for adjustment while you are underway. The shades in the living area, bedroom, and bath operate with the same ease to bring in the amount of light you wish to have.

### **ENTERTAINMENT**

The entertainment equipment for this 2023 Phaeton 36SH includes three LG televisions: two 43-inch TVs and one lift TV in the 55-inch class. The coach's primary entertainment venue is designed around the 55-inch LG TV mounted on a lift which raises it from a concealed encasement behind the sofa-bed. The sound system is enhanced with a 40-inch sound bar architecturally installed in the handsome valance woodwork above the 24 x 54-inch window. The 42-inch TVs are located in the bedroom and in the exterior PS sidewall. The outside TV also has a 24-inch sound bar.

There are three ways the owner can receive television reception. (1) Antenna. Perhaps some of us have forgotten that TV signals are still broadcast over the air waves. An antenna on the RV's roof receives those signals. If you are camped near a large city and want to receive local programming at zero

cost, that's the way to go. (2) Cable. Just like what you find in a good hotel, most campgrounds now offer cable. The cable connection point for Tiffin coaches is in the utility bay. (3) Satellite. Probably 90 percent of the Class A motorhomes in use today have some type of satellite receiver.

DISH's Wally receiver (subscription required) coupled with Winegard's In-Motion Satellite Dish (MSRP \$1,588) provide a broad selection of entertainment and standard programming. Both the Wally and the LG entertainment system are standard equipment. The DISH Wally® HD satellite receiver is a fast, mobile receiver with a suite of new features. The unit's expanded capabilities include the use of built-in apps such as Netflix, Hulu, YouTube, and more. DISH's Pay-As-You-Go program has no activation, disconnect, or restart fees.

LG's Blu-ray Disc™ Player with Streaming Services and Built-in Wi-Fi is standard equipment on the 36SH. The HDTV unit has Blu-ray/DVD/CD playback, built-in Wi-Fi, and Smart Hi-Fi compatibility. You can access premium content from providers like Netflix, Hulu Plus, and YouTube. The Blu-ray disc playback delivers full HD 1080p video performance along with hi-definition sound. LG's Blu-ray players also play DVDs, so there is no need to replace your old DVD collection. Not only that, DVD Up-Scaling delivers exceptional image quality with 1080p up-scaling via HDMI. Connecting the LG to the Internet and the world of online content is easy when you have Wi-Fi built in. If you have an existing wireless broadband network, setup is simple.

### **THE EXTENDED USE OF THE RADIO**

While traveling or just enjoying the coach's living area at a choice resort, owners will be pleased with the Kenwood radio and its balanced sound system that features six Rockford-Fosgate speakers. After activating the radio, the operator from a sitting or standing position can select the angle from which the radio screen is viewed. The radio is SiriusXM-ready with a three-month free trial subscription to SiriusXM. With the touch of a button, the radio/navigation screen drops down to expose a concealed CD player. Operation begins at a landing site featuring six selections: Navigation (optional, MSRP \$1,298); Radio; Web Link; Sirius XM; Bluetooth (link personal phones); Spotify; and Set-up. The navigation is based on Garmin's software designed for motorhomes and large vehicles. The maps are displayed on the radio's 6.95" monitor along with concurrent verbal directions. The 10-inch rear view monitor for the exterior cameras is not involved in the radio's functionality.

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





## LIGHTING

Almost all of the lights in Tiffin coaches today are LEDs, or light-emitting diodes. An LED is a semiconductor light source that emits light when current flows through it. Thanks to the technology provided by Spyder controls, owners can vary the intensity of the brightness to any level preferred on many of the LEDs.

With just a quick count, I found seven LEDs in the ceilings of the forward slide-outs, 18 LEDs in the perimeter of the ceiling of the living area, and five LEDs in the ceiling's recessed feature, which is

surrounded by two rectangular insets for recessed string lights. Three AC delivery vents and three returns (with filters) are within the recess feature, while four more are in the living area's regular ceiling. You will also notice accent lighting in the toe-kick of the galley cabinets. The bedroom has seven LEDs in the ceiling, four LED fixtures for bedtime reading, and three recessed LED string lights. We liked the recessed string lights in the cove crown molding of the slide-out fascias. The bath has four LEDs in its ceiling.

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

## HEATING AND COOLING

The All-Electric Coach technology (MSRP \$8838) includes the hydronic Aqua-Hot heating system and the True® induction cooktop. This technology eliminates the propane furnaces and cooktop. Aqua-Hot provides an even, moist heat distributed from six heat exchangers placed throughout the coach.

The Extraordinaire™ AC system in Tiffin coaches is enhanced by a state-of-the-art heating and cooling technology developed by Tiffin engineers. Modeled on the residential method of moving air, the system uses directional registers and return air vents placed on opposing sides

of the ceiling: cooled air through the duct work on the PS side and return air through the vents connected to the DS ducts. This keeps air moving in a circular pattern to maintain the desired interior temperature.

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

In the spring and fall months when you have warm days, Tiffin's well-

insulated walls will retain a significant amount of the day's solar warmth. With the optional fireplace (MSRP \$863), you can knock off the morning chill until the sun reaches the top of your coach.

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

hot water is distributed endlessly and instantly to the galley, shower, faucets, and dishwasher. All water coming into the coach is filtered at the utility bay.

THE SPYDER CONTROLS

For 2023, Spyder created more user-friendly screens for owners to operate all systems in the coach from the primary control monitor located near the center of the coach. The six primary control screens (called folders) include Home, Lights, Power, Climate, Slides, and Mechanical. From the **Home** screen, you can check on the house and chassis batteries; the power originating from the generator, inverter, and solar; the current temperature in all three zones and the selected setting for each; both zones for floor heat; the wet tanks; activation for the generator, Aqua-Hot, and water pump; and overall light controls in three areas. Touching any of the points on the screen will open subfolders for more definitive controls. The operation of all of the systems in your coach is so intuitive that an owner can learn to set up and control the coach in an hour. Oh, that my residence in Monroe had a Spyder System that could control everything in my home like this system controls the Phaeton.

Similarly, the **Lights** folder and its subfolders will allow you to select and control any light in the coach, collectively

The optional heated floors by Gold Heat (MSRP \$5,583) have two zones: bedroom & baths and galley & living area. We find it so comfortable and effective that

or individually. That may sound complicated, but its really very simple. A master switch allows you to turn off every light in the coach with a single touch when you leave the coach or when its “lights out” at bedtime. A touch on the master switch brings back the same set of lights that were burning when you shut everything off.

The **Power** folder simplifies the electrical systems in your coach, making management much easier. Since you do not have a 200-amp entrance in your coach like you might have at home, it is critical that all of the appliances in your coach be managed to function under its 50-amp limit. Obviously, all of the appliances and systems cannot draw power at the same time. In a glance, you can check the status of solar, house and coach batteries; inverter and charger float; the Energy Management System itself; the supply of power from the generator (when needed) and shore power; and the status of the transfer switch.

The **Climate** folder displays at the top of its screen the status of the three units on the roof which provide both AC and heat. Each unit can be set up separately

we lower by five degrees the temperature setting for the room. Choose a selectable setting between 1 and 5 for the floor heat and you will enjoy a “new warm.”

since you may want different temperatures in the living and bedroom areas. It also shows which units are currently meeting the demand. Aqua-Hot or the propane furnace is controlled in this folder.

Slide-outs front and rear can be deployed and retracted from the **Slides** at this location. It provides reminders and alerts through its Info Center.

You will be impressed again with simplification when you open the **Mechanical** folder. The galley and bath fans can be opened and closed at this screen, plus you can set the exact speed of the fans from 0–100%. At the Spyder control in the galley, you can set a timer to turn the fan off later in the evening. When it is not necessary to run the AC 24/7, we enjoy using this feature to circulate fresh air in “good sleeping weather” and then turn it off at a preset time after we are asleep—a programmable “attic fan,” if you will. From this point, you can also open and lock the entry and bay doors, operate the TV lift, and turn on the BR ceiling fan. Keep in mind that you can do most of this from the Spyder control at your bedside in a mini-screen version. See page 104 for the Slides and Mechanical screens.







### ***The Bedroom***

Fully enclosed with a large sliding door, the bedroom has a footprint of 8'1" N-S and 11'9" E-W. Extra inches make a difference in well-planned spaces, such as space at bedside for making up the bed and space at the end of the bed for your morning stretches.

The king memory foam mattress is standard on the Phaeton for 2023. The padded pilasters and subtly lighted crown molding forming the fascias on all four of the coach's slide-outs provide those rooms with an understated elegance. Both sides of the bed feature end tables with USB ports and 110v outlets, a solid surface countertop, and a front-opening cabinet. The slide-out walls on both sides of the bed have windows with

screens as well as solar and opaque shades. When turning out the lights for the evening, you can use either of the full Spyder control panels mounted on both sides of the bed's slide-out walls to facilitate turning all lights on/off, controlling heating and air conditioning, and checking the power grid and security system. Each sidewall in the bedroom slide-out has a window with screen, plus solar and privacy shades.

The overhead cabinets with four swing-up doors provide nine cubic feet of storage. The bed itself hinges up on power struts to offer several more cubic feet of storage for items used less frequently.

The bedroom's PS slide-out contains both entertainment technology and practical storage space. The north end of the slide-out houses a four-door cabinet (12 × 41 × 13.75) mounted above a 17 × 28-inch window (EXIT). Below the window, a 30-inch-high chest capped with a solid surface countertop (44 × 14.25) has two drawers (11 × 39 × 7), primarily designed for clothing storage. Located in a 44-inch-high SSCT-capped chest in the south end of the slide-out, the coach's LG entertainment system and the Wally DirecTV system are concealed by a louvered double door (see ENTERTAINMENT for more information). Two clothing drawers (11 × 14.37 × 7) and a hamper (11 × 14 × 19.5) are in the lower half of the chest. A lighted top-kick on a separate switch is a nice ambient light for TV viewing. The overhead fan is standard equipment.

The rear wall of the coach houses the optional, stacked washer and dryer (MSRP \$2,240). The closet area is sectioned to allow for breaker panels in the NW corner. An optional safe (MSRP \$428) is concealed behind the clothes in the rear wall.





### ***The Bath***

Efficiently designed for shorter coaches, the side bath in the 36SH has a large fiberglass shower with a 23 × 38 footprint. The shower has a skylight with a sliding closure and LED light. The 28" chrome vertical pole allows you to move the shower head to any position. It can also be detached on its flexible line to put the water just where you want it. Tiffin includes as standard equipment the Shower Miser to conserve and recirculate hot water when you are not connected to a pressurized water supply in a campground.

A 41 × 11 SSCT vanity with backsplash has a ceramic lavatory in a stylishly



extended oval. The lavatory is served with a single-lever, pump-style faucet. Two cabinets, one with a 13.5 × 21-inch mirror provide plenty of storage for the personal amenities of two occupants. The vanity is handsomely designed with storage under the lavatory, a drawer, a 110v outlet, and a magazine rack. Four ceiling LEDs take care of the lumens.

This bathroom has plenty of towel racks: one in the shower itself, one on the opposite wall, and three on the door, plus a towel ring on the wall next to the vanity. The ceramic toilet has a foot-flush lever. A 12 × 20 window with screen and opaque shade provides the outside ventilation and air flow which can be increased by the 3-speed exhaust fan in the ceiling.

### ***Extras You'll Love on This Phaeton***

You can handle basement storage much easier (read—reduce back strain) with the exterior slide-out tray (MSRP \$718) that slides out on both sides of the coach. The telescoping ladder (MSRP \$471) retracts to a length of 40 inches for basement storage. To reach the roof, guide the ladder to a double bracket attachment

mounted at the PS rear of the coach.

If dry camping is your style, this coach is equipped with three solar panels (MSRP \$2,458). Solar will also come in handy when you are a tailgating fan during the Fall 2022 football season. Tailgating was also in mind when this coach was ordered with a PS double roof-mounted awning (MSRP \$10,433) that extends the length of the coach.

### ***The Cockpit***

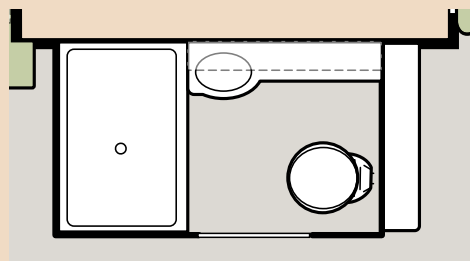
Tiffin and Freightliner created a very ergonomic cockpit that improves the safety of the driving experience by placing on the lighted dash a display of the responsive instrumentation and then locating most of the driving controls within the scope of the steering wheel's perimeter. After becoming familiar with the touch of the controls, the driver can keep his eyes on the road, even while making changes to affect the operation of the coach.

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

The brightly lit dash instruments viewed through the top half of the steering wheel include MPH / RPM, front & rear PSI, the gear in use, engine temp, fuel level, DEF level, oil pressure, H-L beam, odometer, and the actual numeric on the chassis' battery charge. The driving speed in 1-inch high characters is located dead center.

The Freightliner "Information Display" appears in the bottom center of the dash's instrumentation. The two trip meters are the only items requiring input from the driver. The other information is placed at this location to alert the driver to additional useful data. Those items include PSI, barometric pressure, engine hours, oil pressure, engine temp,

Since the floor space inside the bath was too small to allow photography of entire walls, the floorplan below provides an orientation for viewing left to right the two pictures above.







distance to empty, and fuel economy. For your driving safety, these items should be checked only when the coach is stopped. Freightliner offers the tire air pressure

monitoring display 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.

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 previously described. For a more definitive explanation with displays of the new Freightliner dash and controls, go to [fccrv.com](http://fccrv.com) and click on Parts & Service, Downloads, and RV Chassis Operator's Manual.

The exterior mirror controls, air horn toggle, auxiliary start, cup holder, and the HWH leveling system remain located in the console under the window. The



Adaptive Cruise Control



Collision Mitigation



Electronic Stability Controls

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.

Marketed by FCCC as RoadWatch, the safe-driving software on the 36SH 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). Tiffin includes RoadWatch in the coach's base price. TMH also added their Blind Spot Monitor (MSRP \$2,893) to reduce the danger of the momentary lapse of vision in the sideview mirrors.

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, the conventional cruise control will resume.

ESC can assist drivers in reducing the risk of vehicle instability 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 trac-

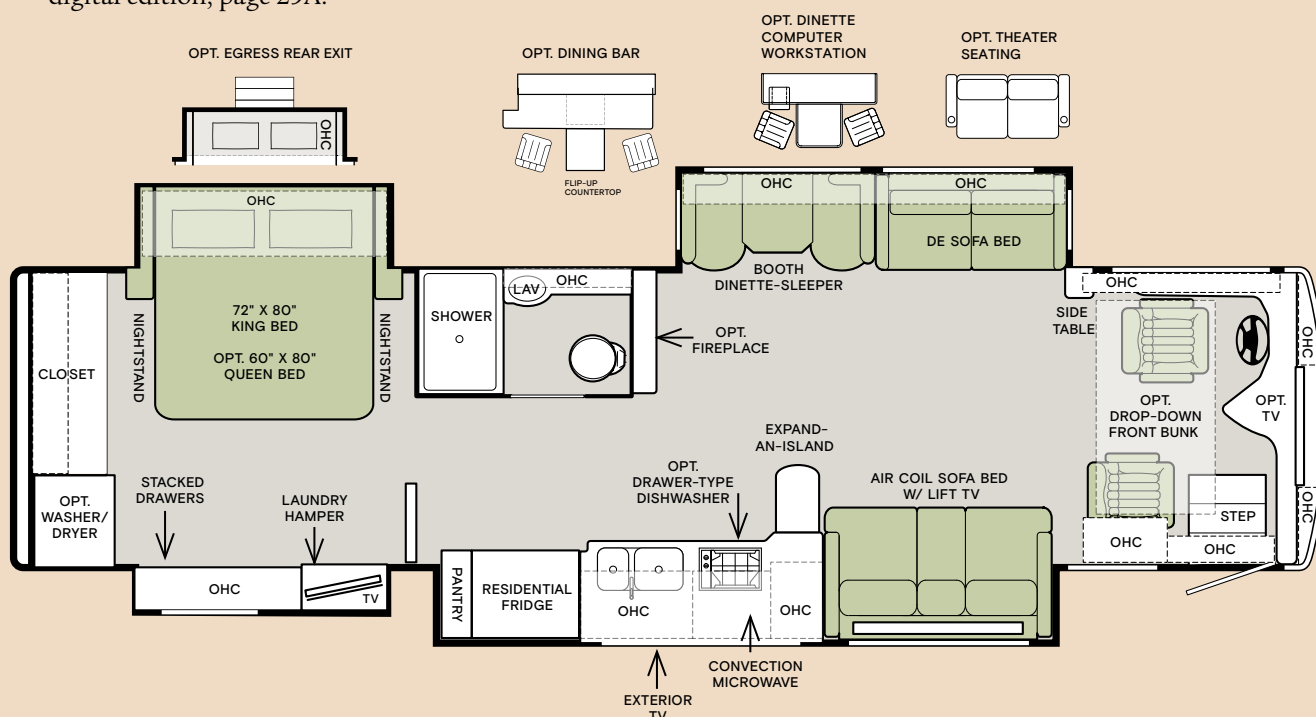
tion surface, engine power is reduced to attain optimum tire-to-road traction.

While taking this Phaeton for a test drive, I did not have adverse conditions to test the above features. However, I have benefitted from the identical features on the PowerGlide chassis. All of these safety features are terrific aids to improve our safety on the road.

I found the Cummins L9 390-hp engine to be a solid and firm power source while running a 20-mile course near Red Bay. I was pulling my Honda CRV tow car and carrying a full water tank and fuel load and approximately 1,000 pounds of improvised cargo for the test. Entering a long five percent, one-mile grade at 70 mph, the coach's speed dropped to 63 as we topped the hill. Cruising SR 247 north-east of Red Bay, the coach negotiated the hills and curves with little variation in the 55 mph speed I was trying to maintain.

The owners of this coach and one you can design yourself—will enjoy the comfort of the driver and passenger chairs when you tackle a full-day of driving. We don't take our "roughing it smoothly" slogan lightly at Tiffin Motorhomes. **RIS**

The complete list of specifications with optional equipment can be found at **rismag.com** in the Fall 2022 (19:4) digital edition, page 29A.





# SPECIFICATIONS: Model reviewed 2023 Phaeton 36SH, Quad Slide

## Base MSRP\* – \$437,458      MSRP as tested with options – \$491,384

### STANDARD FEATURES

#### Structural

##### Roof

Seamless one-piece gel-coat fiberglass molded roof cap  
5-1/4" Formed roof insulation  
Tubular aluminum roof skeleton frames  
Extraordinaire™ cooling system ducted supply and return air

##### Sidewall

Gel-coat fiberglass outside wall panel  
Tubular aluminum wall skeleton frames  
High-performance thermal insulation in sidewalls

##### Floor

Steel floor skeleton  
1-1/2" Thermal insulation in floor  
Engineered wood sub-flooring

##### Substructure

Steel basement construction  
Rust protective undercoating

##### Chassis

Freightliner XCM Raised Rail Chassis  
Allison 3000 MH six-speed automatic transmission with lock-up torque converter  
Cummins L9 380-hp diesel engine with 1,150 lbs.-ft. torque  
Air ride (4 air bags)  
4 Aluminum wheels  
Freightliner® VFS I-beam front suspension, three-stage engine brake  
Air brakes with automatic slack adjusters and ABS  
Adaptive cruise control  
Road Watch  
Collision mitigation with forward warning and active braking  
Auxiliary start switch  
Hydraulic automatic leveling jacks  
Tire pressure monitoring  
Electronic stability control  
Automatic traction control

##### Electrical

10.0-Kilowatt Onan® Quiet Diesel generator  
Generator slide tray  
Spyder multiplex controls with app compatibility  
Auto generator start  
Six 6-Volt flooded lead-acid house batteries  
110v exterior receptacle  
2000-watt inverter  
DISH® network receiver (requires subscription)  
House, inverter, and chassis battery disconnect switches  
Surge Guard® Transfer Switch  
Two ducted furnaces  
Three 15,000-BTU low profile air conditioners

##### Plumbing

Electric fresh water hose reel  
Black tank flush system  
Water filter Electric fresh water hose reel  
Gravity water fill  
AquaView ShowerMiser  
SeeLevel™ tank monitor  
Heated water and holding tank compartments

##### General Exterior

Full-body paint with protective film on select locations  
Large tinted one-piece windshield  
Heated power mirrors with integrated cameras  
Single-motor intermittent wipers

##### Automatic headlights

Fog lights  
Daytime running lights  
Lockable swing-out storage doors with gas shocks  
Girard® manual window awning package  
Keyless entry system for front entrance and component doors  
Chrome handles on compartment doors  
Deadbolt front entrance door  
Automatic stainless steel double entry steps  
Dual-pane windows  
Exterior patio LED light  
Girard® side-mounted powered patio awning with Integrated LED Lighting  
Girard® powered door awning integrated LED lighting  
Motion sensor lighting for exterior storage  
Docking lights  
Custom mud flap  
Digital TV antenna  
Back-up camera  
Cable-ready TV hook-up  
Air horns  
Exterior flat-panel TV

##### Driver's Compartment

Tilt and telescoping steering wheel with integrated controls  
Digital dash cluster  
Adjustable accelerator & brake pedals  
Ultraleather power driver and passenger seats with integrated seatbelt brackets  
Ultraleather power passenger seat with footrest  
Driver-focused wraparound dash  
Courtesy drawer in step well  
Courtesy light in step well  
Dual dash fans  
One drawer in dash  
12-Volt dash receptacle  
USB dash receptacle  
Power solar & privacy windshield shade  
Manual opening driver side window  
Solid, non-opening passenger side window  
Manual solar and privacy shades on side windows  
Cameras integrated within side-view mirrors  
Color back-up camera with monitor  
Stereo with AM & FM radio, CD Player, and Satellite Radio (requires subscription)  
Fire extinguisher  
Power step well cover

##### Living Area / Dinette

Ultraleather™ booth dinette/sleeper  
Ultraleather air coil sofa bed with Lift-TV (PS)  
Ultraleather DE sofa bed (DS)

##### Kitchen

Solid surface countertop with stainless steel sink  
Solid surface sink covers  
Expand-an-Island  
Single-lever sink faucet with sprayer  
Stainless steel microwave/convection oven  
Tile galley backsplash  
Stainless steel residential refrigerator  
Panoramic galley window  
3-burner gas cooktop

##### Full Bath

Mirrored medicine cabinet  
Solid surface lavatory top  
Skylight in shower with LED light in sliding solar cover  
One-piece molded fiberglass shower with sliding glass door  
Power roof vent  
Hand-crafted custom privacy door

##### Bedroom

Bed comforter with throw pillows  
Under-bed storage  
Memory foam king mattress  
Ceiling fan  
Flat-panel TV with sound bar  
Carbon monoxide detector  
LPG leak detector  
Chest of drawers with laundry hamper  
Floor-to-ceiling closet space

##### General Interior

Soft-touch vinyl ceiling  
Treated carpet in slide-outs  
Handcrafted cabinet fascias doors with concealed hinges  
Solar and privacy shades  
LED lighting  
Power roof vents  
Smoke detector  
Central vacuum cleaner  
Soft close doors and drawers

### OPTIONAL FEATURES ON THIS COACH

OPTIONAL FEATURES AT NO CHARGE  
Generation 11 Sunlit Sand full body paint  
Morocco interior  
Trail Ultraleather  
Ultraleather air coil sofa bed with Lift-TV (PS)  
Memory foam mattress – king.  
Vicinity Natural floor tile

### OPTIONAL FEATURES AT ADDITIONAL COST

Linen cabinets  
Blind spot monitor  
Dining bar (DS)  
In-dash navigation  
Dishwasher  
All electric coach  
Exterior slide-out tray  
Fireplace  
Heated tile floor  
Telescoping ladder  
Extended cycle batteries  
In-Motion satellite  
Prewire for Traveler satellite  
Two roof mount patio awnings  
Safe located in bedroom  
Three solar panels  
Six solar panels  
Stacked washer/dryer  
Theater seating (DS)  
Wifi booster  
Luster Sheen finish (no longer available)

### OTHER OPTIONAL FEATURES AVAILABLE

OPTIONAL FEATURES AT NO CHARGE  
Full body paint choices: Euro Blue, Fire Opal, Frosted Granite, Sunlit Sand, Maroon Coral, NASA, and White Mahogany, 50<sup>th</sup> Anniversary Edition  
Generation 10 and 11 paint schemes  
Interior décor choices: Oceanside and Capri  
Taupe Hills Ultraleather  
Memory foam mattress-queen

### OPTIONAL FEATURES AT ADDITIONAL COST

Prep for solar panels  
Amber Glazed cabinets  
Shadow Cabinets  
Contessaora tile floor  
Bedroom egress rear exit  
Dinette/computer workstation

### MEASUREMENTS

Wheelbase – 222"  
Overall length – 37'2"  
Overall height w/roof air – 12' 7"  
Interior height – 83"  
Overall width – 101"  
Interior width – 96"

### WEIGHTS & CAPACITIES

GVWR – 38,320 lb.  
UVW – 31,990 lb. as tested (will vary depending on options)  
CCC – 4,157 lb.  
Trailer hitch capacity – 10,000 lb.

### POWER TRAIN

Engine – Cummins L9 380-hp diesel  
Torque – 1,150 lb.-ft. at 1,200 rpm  
Transmission – Allison 3000MH Automatic six speed  
Tire Size – 275/80R22.5 Michelin  
Alternator – 160 amps

### CHASSIS

Frame – Freightliner® XCM  
Frame Design – Modular Rail Rear Engine Diesel Chassis  
Anti-locking Braking System – Full air brakes with anti-locking braking system (ABS)  
Air Suspension (front) – Freightliner® VFS I-beam Front Suspension  
Air Suspension (rear) – FCCC V-Ride  
Shock Absorbers– Sachs tuned  
Leveling Jacks – HWH hydraulic automatic

### ACCOMMODATIONS

Sleeps – 4 adults  
Fuel tank – 100 gallons  
Freshwater – 90 gallons  
Black water – 50 gallons  
Grey water – 66 gallons  
DEF tank – 13 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.tiffinatorhomes.com](http://www.tiffinatorhomes.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.



# TCR<sup>®</sup>

## LESS-LETHAL TACTICAL COMPACT RIFLE



**MSRP:**  
**\$749.99**

**HIGH CAPACITY STOPPING POWER  
WITHOUT THE COMPLEXITIES  
OF TAKING A LIFE.**

**USE PROMO CODE TCR10 TO SAVE 10% AT BYRNA.COM**

The new Tactical Compact Rifle, or TCR, is designed as a versatile and reliable magfed launcher for home defense as well as recreational use. It's designed to deliver a compact, military, realistic look that's easy to customize and upgrade via the standard four Picatinny rails. The high-performance TCR also includes folding front and rear sights, a vertical front grip, and an 11" high-performance barrel. The new TCR comes complete with 7-round and 12-round extended magazines and a fully-padded carbine carry case.

The TCR is truly the most versatile magfed, less-lethal launcher available today.

APPROVED BY THE PROS. USED BY LAW ENFORCEMENT, GOVERNMENT AGENCIES, AND PRIVATE SECURITY FIRMS ACROSS THE US.

**PREPARED TO DEFEND**



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## Lisa Smith Appointed Allegro Club President

You might have seen a new face in the Allegro Club office if you have visited there recently. Meet Lisa Smith, the club's new president.

After her appointment in May, Lisa understudied soon-to-retire co-presidents, Kelly and Sally Moore. She assumed her role as president on August 1. Leigh Tiffin, president of the Tiffin Group, made the announcement public earlier this year at the 50th Anniversary Rally.

Smith is no stranger to Tiffin Motorhomes. She began her career as the assistant advertising sales manager in 2019. Her skills quickly led to the management and improvement of the magazine's subscriber lists by asking owners to update their mailing addresses online. The changes significantly reduced the USPS expense for excessive undeliverable addresses. After becoming the advertising sales manager, Smith redesigned the magazine's media kit and found new advertisers who wanted to reach our subscriber-owners with useful new services and products.

With her expanded roles, she became the director of magazine operations.

Prior to her positions at the magazine and the Allegro Club, Smith owned an outdoor adventure business, but more recently served five years as marketing manager for an RV travel company. While her children were growing up, Smith had several middle management positions with government agencies and large companies.

Moving from Waco, Texas, Lisa and her husband, Isaia, now make Red Bay their home.

"The Allegro Club has long been a foundational piece of the Tiffin owners' community. It's with great pleasure that we welcome Lisa and her diverse set of experiences which will enhance our ability to preserve the spirit of the club while guiding its next phase of evolution and growth. We are eager to support her efforts to strengthen the bonds of community and friendship among club members for many years to come," Leigh Tiffin remarked in his appointment of Smith as president of the club.

"Stepping into this role during Tiffin's 50th anniversary year is exciting," Smith said. "As I embrace the company's legacy, I am excited about the growth and future of the Tiffin Allegro Club."



**AMS Dual Motorized Roller Shades**

Uncompromising Quality

The leading Day/Night Shades for Cockpit and Living Area

The preferred choice for privacy and solar protection for your motorhome

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

## Exciting Things are Happening at the Allegro Club

Since the last publication, we have been hard at work updating the club office, planning the upcoming rallies, procuring new merchandise, and working to secure new Benefit Partners for our club members. While in Red Bay, stop by the Tiffin Allegro Club, grab a cup of coffee, and say "hello." We offer free wi-fi and cable TV, a new coffee bar, and additional indoor and outdoor seating for owners to work or relax during their stay. We also have brochures and information about things to do and places to eat in the area.

For owners coming to Red Bay for service, we are working with several local and surrounding business partners to provide options to keep you active while you wait. They include: (1) Local anglers will book for daily fishing charters at Bear Creek Lake. (2) Jeep and off-road vehicle owners can schedule day use of a nearby off-road park. (3) Local travel guides will provide daily excursions to area historical and outdoor attractions. (4) Motorhome driving classes for partners who haven't tried it yet. (5) Convection cooking seminars.

With a Tiffin Allegro Club membership, you can take advantage of discounts our Benefit Partners offer.

**Updated:** Michelin Advantage Tire Program & Overland Insurance Services

**New:** Adventure Caravans RV Tours & Rallies; RV SnapPad; Harvest Hosts; Beddy's (bed ease) All-In-One Zippered Bedding; My RV School; Byrna Technologies; Med-Jet Assist; and Red Bay Shuttle Services.

**Not part of the Tiffin Allegro Club?** Call our office, and we can get you signed up over the phone, or visit [tiffinmotorhomes.com/allegro-club](http://tiffinmotorhomes.com/allegro-club), click "join," and fill out the form. Need to update your Tiffin Allegro Club Membership? We can help with that too. Just stop by the club or call 256-356-8522, and we will be happy to assist you.



## Keeping in Touch with the Club

To stay in contact with our club members, we utilize email, phone, and social media platforms. Please ensure we have your updated contact information, including your email address and phone number to confirm that you are receiving our messages. We send items like renewal notices, chapter, and club news, and rally updates by email. Please add the following email addresses to your contacts to prevent our email correspondence from going into your junk or spam folder.

[allegroclub@tiffinmotorhomes.com](mailto:allegroclub@tiffinmotorhomes.com)  
[cynthia.skinner@tiffinmotorhomes.com](mailto:cynthia.skinner@tiffinmotorhomes.com)  
[lisa.smith@tiffinmotorhomes.com](mailto:lisa.smith@tiffinmotorhomes.com)

Cynthia Skinner sends chapter and club news, announcements, and rally updates. Lisa Smith sends club, rally, and magazine updates, and Joyce Johnson and Suzanne White send membership information and renewal notices.

## Mark Your Calendars for the Upcoming 2023 Rallies

Make plans to join us at one or more of the 2023 Tiffin Allegro Club rallies! Our rallies allow you to meet other Tiffin owners and enjoy entertainment, seminars, and other fun activities. In addition, you are eligible for minor repairs and service by Tiffin Service Techs & Factory Representatives. And the newest Tiffin coaches will be on display! Each year our rallies sell out (often within minutes on the first day!), so once they go live, don't delay completing your registration.

**Please note: Rally dates and locations are subject to change.** For up-to-date rally information, refer to [tiffinmotorhomes.com/allegro-club](http://tiffinmotorhomes.com/allegro-club)

## 2023 Rally Schedule

### Golden Village Palms RV Resort

Hemet, California  
 April 3-7, 2023  
 Online registration 11:00 a.m. CST  
 November 8, 2022.

### Champlain Valley Exposition

Essex Junction, Vermont  
 October 2-6, 2023  
 Online registration 11:00 a.m. CDT  
 June 27, 2023.

### Amana RV Park & Event Center

Amana, Iowa  
 June 12-16, 2023  
 Online registration 11:00 a.m. CST  
 January 24, 2023.

## Oh, the Sweet Sound of Retirement

We want to congratulate Kelly and Sally Moore on their well-deserved retirement. Kelly and Sally began as co-presidents of the Allegro Club in August 2013 and played a vital role in the continued growth and enhancement of the club. Their commitment, the success of the club, and each rally they championed is appreciated. At the announcement of Kelly and Sally's retirement in Rock Springs, Wyoming, they passed the torch to Lisa Smith and empowered her to do great things for the Allegro Club and Tiffin owners. As they embark on this new journey of retirement, we wish them much happiness, peace, and good health. Again, congratulations, and we wish you all the best.



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# Tiffin 50th Anniversary Rally

ROCK SPRINGS, WYOMING

June 13-18, 2022

by Sally Moore

As I write my last column for Tiffin Allegro Club News, there is a great deal of nostalgia after serving with Kelly as co-presidents for nine years. We saw lots of excitement among our club members as we kicked off Tiffin's 50th Anniversary celebration with the largest rally to date!

Two years ago when we were approached with the task of organizing a larger rally, our thoughts immediately turned to the Sweetwater Events Complex in Rock Springs, Wyoming as the perfect location. This facility has ample buildings for all of the seminars, plenty of campsites with full hookups including 50-amp electrical and sewer and most importantly, an outstanding staff. Two years of planning and organizing went into making this event a reality.

With 625 coaches from 47 states and two Canadian provinces in attendance, the number of volunteers and parking committee doubled. We were very pleased to welcome 52% first time attendees to this rally. Everyone involved did an outstanding job getting the coaches checked

in and safely parked over the four days before the rally. The weather was beautiful with sunny days under a big, beautiful blue sky! Many took the opportunity to extend their stay after the rally to visit the Flaming Gorge National Recreation Area or drive the Wild Horse Loop.

After getting their coach parked, guests made their way to the Exhibit Hall where they were greeted by more volunteers staffing the registration tables and received a welcome bag of Tiffin gifts. Guests visited the vendor area and shopped for items ranging from satellite systems to cleaning cloths. We were very happy to have a large number of vendors participating in this rally. The Tiffin Parts Store and our Tiffin Allegro Club store were very popular booths throughout the rally.

Bretz RV Center and LazyDays RV brought a great line-up of the 2022-23 models. For the first time in an Allegro Club rally, all models of Tiffin's inventory were on display. Customers had the opportunity to visit the newest VanLeigh 5th wheels as well as the newest Midas

and Cahaba models for Wayfarer. The new Tiffin Allegro Bay Super C coach drew the most attention and was one of the first units sold.

The rally officially kicked off Monday evening with a welcome by Kelly and Sally Moore. In honor and recognition of Tiffin Motorhomes and Bob Tiffin's 50th anniversary, several presentations were made. Harold Kimbrough representing Cummins ONAN presented Bob and Leigh Tiffin with leather jackets commemorating their long-standing business relationship. Tony Siple of Freightliner Custom Chassis reviewed the long history their corporations had enjoyed. Leigh Tiffin, Bob Tiffin's grandson, and president of Tiffin Motorhomes, spoke about the history of Tiffin Motorhomes as well as his vision for the future. Leigh introduced Bob Martin, president of Thor Industries, who talked about the bright future of Tiffin Motorhomes. His forecast for the the RV industry at large was very positive.

With great pleasure, Leigh introduced his grandfather, who was received with a



standing ovation. Bob reassured the admiring owners of his continued commitment to his customers. Still logging 10 hours a day at the age of 80 to insure his company's benchmark for great service, Bob reflected briefly on his career and desire to continue working for another ten years. A video highlighting many of the world events Tiffin has experienced in the past 50 years was shown, bringing back memories of oil embargos, sky-high interest rates, and gasoline shortages.

Sarah Getto gave us a beautiful rendition of the Star Spangled Banner, signed by Arlene Noteman, and followed by the Johnny Cash video, "Ragged Old Flag." Tiffin owners who have served this country, both in the military and as first responders, were honored with a moving and well-scripted salute. As the flag for each branch of service was presented on stage, their anthem was played as those veterans stood to be recognized. Lee Greenwood's, "Proud to Be An American" then had everyone on their feet waving American flags. Veterans and first responders, we are honored to pay tribute to you! After the veterans' salute, door prizes were awarded to many of our guests.

Our friendly crew of golf cart and trolley drivers were out early on Tuesday morning bringing everyone to the Exhibit Hall. Seminars began immediately in four conference rooms. Among other topics, rally attendees learned more about the operation of their televisions and navigation systems from Triple H Electronics, their tires from Michelin, and towing basics from Blue Ox. The Sweetwater Events Center graciously sponsored our ice cream social.

Tuesday night, after more Tiffin door prizes, the group was treated to a fantastic performance by the number one Abba tribute band, *AbbaFAB!* This energetic group brought back many of Abba's greatest sing-along hits such as Dancing Queen, Mama Mia, and others.

Wednesday brought another series of

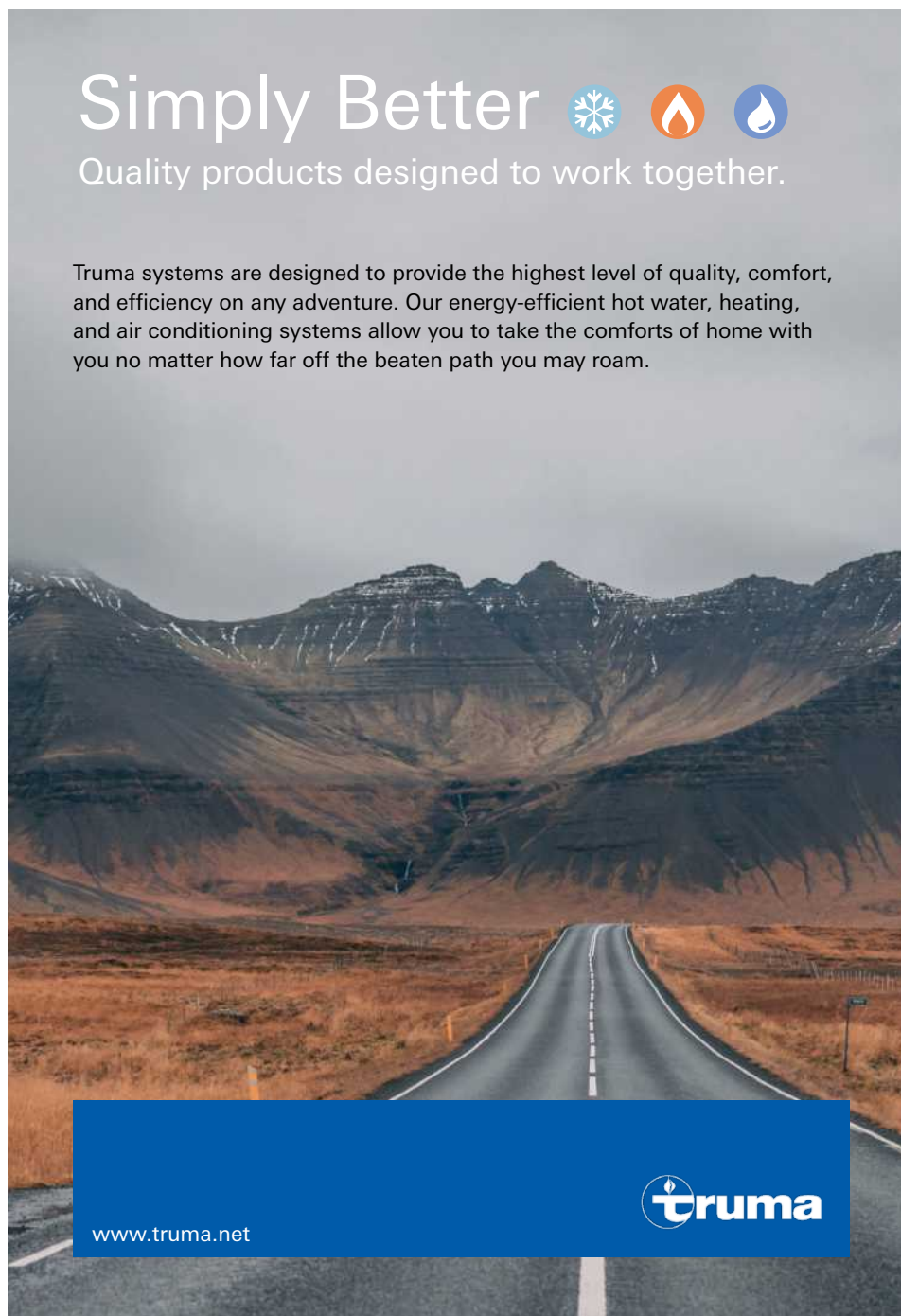
seminars with popular presenters such as David Northcutt with Mercedes, Mark Haga with Valid Air, and many others. The RVs of today are complicated and filled with electronics—everyone was eager to take advantage of these classes to learn more about caring for their coaches.

LazyDays RV and Bretz RV had a busy

week helping owners move into their new coaches. The new owners were awarded \$100 gift certificates to use for TMH jackets or other swag! We know these folks are enjoying their beautiful new coaches.

After announcements on Wednesday night and many more great door prizes,

*Continued on page 104*



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# Our First Rally

by Charles Breckenridge

“We’re not here to sell you anything,” Chris Crowel, the Cummins engine rep told us. True, of course—hard to imagine your Tiffin diesel pusher without a diesel back there pushing, supply chain issues or not. We had been at the Sweetwater Events Center in Rock Springs, Wyoming, for several days of the 50th Anniversary Rally. Fifty years of Tiffin Motorhomes was a monumental occasion, the acquisition of Tiffin by Thor Industries was earth-shaking, and the kick-off speech by the first ever Tiffin president not named Bob was inspiring—but these were all secondary to five days of non-stop events in the western desert.

“We’re here to support you,” Crowel continued, and that was the real theme of the rally. Factory reps, vendors, two separate dealerships, 64 unpaid volunteers and roaming Tiffin techs—all provided support and education, yet the most valuable resource might have been the 1,300 or so attendees themselves, all sharing our research, ideas, and years of experience with each other.

This was the first rally my wife and I had attended, and we really had no idea what to expect when we arrived on Saturday before the opening of the rally on Monday. A “first day of school” atmosphere had actually been building as we drove I-80 towards Rock Springs. When we saw an Allegro Bus parked near us in Lincoln, Nebraska, we asked Paul and Cheryl Wiley if they were going to the rally—and they were, coming from Ohio. In fact, if we saw a Tiffin, there was a pretty good chance it was going our way, because the rally drew 625 owner-driven coaches and fifth-wheels, and almost 50 more “show” RVs—new models to display, many brought for sale by the Bretz RV or Lazy Days dealerships. That was a lot of Tiffins converging on the southwest corner of Wyoming.

The Monday evening kick-off began with a salute to our vet-

erans and first responders, then gave us our first look at Leigh Tiffin, and it’s safe to say he wowed the crowd. Articulate and energetic, he discussed his vision of evolving the company to meet the challenges of the future. Bob Martin, president and CEO of Thor Industries, discussed their acquisition of Tiffin and his confidence in the Tiffin brand and management team.

All of which merely stoked anticipation for the stars of the evening and, indeed, the entire week: Bob and Judy Tiffin. The audience came to their feet with loud and prolonged applause almost before the Tiffins reached the stage. Spontaneous applause interrupted Bob’s remarks when he mentioned the Tiffin workforce and their performance through the recent Covid and supply chain challenges, and again when he renewed his personal commitment to Tiffin’s superior service and his plan to stay in harness another ten years. The crowd’s love and respect was palpable—a very special night for everyone in attendance.

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Two years ago Charles and Mary Kay Breckenridge jumped head first into full-timing in a 2021 Phaeton 44OH with no previous RVing experience. They were fascinated with the lifestyle, carefully studied the manufacturers, and chose Tiffin Motorhomes. Through a career as a successful homebuilder specializing in the restoration of historic homes, Charles nurtured a nascent literary skill first discovered in college when he minored in English literature. After discovering a copy of *Roughing It Smoothly*, he submitted a manuscript for publication which we published in the April 2021 issue. He brings fresh insights to our unsuspecting readers.





Bob told us on opening night, he was looking forward to 10 more years with Tiffin Motorhomes.

PHOTO BY B.C. OVERTON



Rally crowd at sunset walking to opening ceremonies.



Old and the new—an 1870's Wyoming paddywagon in front of a gleaming Freightliner chassis.

A video told the 50-year story of Tiffin Motorhomes, from building just one aluminum-clad coach a day to become one of the top RV manufacturers in the industry. Fred Thompson described the history of this unique magazine, *Roughing It Smoothly*, and the resources it provides for Tiffin owners, followed by Kelly Moore from the Allegro Club outlining the highlights of the week to come. An energized crowd stepped into the cool high plains evening, eager for the week to come.

The grounds of the rally itself were fairly simple. One building held a large room where the evening meetings and entertainment were held and several smaller rooms for various presentations. A large courtyard held food trucks and quite a few Wayfarers and VanLeighs on display, then one large temporary building housed dozens of vendors. Unlike Cummins Diesel, these guys were trying to sell us something and, in our case, quite a few succeeded.

On the other side of the main building, dozens of new Tiffin motorhomes were on display, with salespeople from Lazy Days and Bretz on hand to answer questions and sell you a new coach. This they did 37 times, which surprised me. This means over 5.5% of the people at the rally bought a new Tiffin before they left Rock Springs. Impulse buying? Who knows, but I talked to one happy guy who drove his bus to the "showroom" area, transferred all his stuff to his new purchase, and returned to his spot in the campground with a shiny new Allegro Bus. His shakedown trip? A few hundred yards. And his former rig may have been one of the 37 sales reported, because many of those trade-ins were re-sold almost immediately.

Tuesday morning. Owners were stirring early, coffee mugs in hand, as I took a closer look at the schedule. It sounded intriguing in places, maybe not my cup of tea in others. But when the seminars began, first on Aqua-Hot water heaters and then Spyder controls, I was stunned by what I didn't know about my home on wheels. This was good stuff—I was hooked. Bill and Cathy Elliott, from Florida, have attended several rallies of various denominations. "Tiffin has the best seminars of any of the rallies," they said, and we believed them.

Wednesday. I learned that I can quiz my Allison transmission right from the driver's seat, check the fluid level without even getting my hands dirty. Who knew? And then I sat through an hour-long presentation on Michelin tires without fidgeting. Not even once, and this was tires, those plain, black, rubber things.

So, Thursday came quickly. I found myself in a room with a couple of hundred people, glued to Crowel's explanation of some of the more arcane facets of the Cummins diesel engine. I'm never going to work on mine, or anyone else's, for that matter, but again, we learned an awful lot in one hour—really valuable information. Steven Barbour of Freightliner looked up in surprise when we burst into applause during his presentation. He had mentioned that their telephone support would never be sourced off-shore.

Who doesn't like instant gratification? After I learned my AquaHot needs annual maintenance, Darrin Hathaway provided it on-site. We had our bus weighed at each corner, then reviewed the proper tire pressures from the Michelin handbook. You could







get hands-on help on your inverters, slides, Blue Ox towing systems, Diamond Shield protective coating and more. Third-party vendors sold and installed their products, too.

Julia Newton and her husband, Phil, make a lot of local rallies and a few larger ones like Rock Springs. Julia sells flags and pennants: "I'm really pleased at the response," she said, chatting with me while dealing with other customers. She should have been pleased: customers lined up for her decorated mirror covers (and a spiffy one now decorates our bus, too).

Entertainment was provided each night, highlighted by an Eagles tribute band Friday night. Friday night was also the swan song for Sally and Kelly Moore, who announced their well-deserved retirement after organizing 26 rallies and managing the Allegro club since 2014. Sally told me they begin work on the rallies as much as two years in advance of the event, and begin promoting the rally a year in advance. Their reward for all that is to be on call 24 hours a day during the actual rally, manage the events, and emcee the evening meetings. Congratulations to the Moores on their retirement, and welcome to Lisa Smith, the new president of the Allegro Club.

Other attractions augmented the actual rally. Downtown Rock Springs is still prosperous and interesting, and many of us visited the spectacular Flaming Gorge, not a professional wrestler, but a fabulous day trip through mountains and desert. And fittingly, close to the events center, we discovered a very nice subdivision where every home had an RV garage attached, a concept most of us would endorse.

But the best support did come from other owners. Dave and Barbara Carlson of California gave me excellent maintenance ideas and a good windshield cleaner used by auto racing teams. Harvey Beliveau from Minnesota travels alone in his Wayfarer and he had tremendous knowledge of wi-fi and computer solutions. Memorably, Bill and Cathy Elliott shared a killer margarita recipe, and everyone had campground recommendations and travel stories.

The support extended beyond the meeting rooms. The Sweetwater Events Center







I love it and hope I never use it—Cordova Hodges describes my new fire suppression system.



From the land of lakes to the high desert—Harvey Beliveau and his Wayfarer mobile office.



Lorin Jones, adding a bit of color to the event.

did an excellent job hosting the rally. They helped Sally and Kelly and their staff prepare the facilities for meetings and entertainment, then provided clean grounds, level campsites, and impeccable utilities in the campground. Sweetwater even remembered the dogs in attendance and provided huge runs where they could hang out and just be dogs. Over the course of the rally, a Corgi from a bus near ours and a Golden Retriever became fast friends—when we left, their owners were exchanging numbers, hoping to meet again on the road.

Three teams of workers watered and maintained dozens of planters and land-

scaped beds all over the complex. The dry climate requires the flowers to be watered daily, and from 8 until 3 every day, those three teams kept the thousands of plants vibrant and fresh.

But the MVPs of the support effort were the 64 volunteers, fellow Tiffin owners, who arrived days before we regular attendees. When the Tiffins began to roll in, these volunteers organized and directed us to our camping slots in the vast event complex. Throughout the rally, they ran golf cart shuttles and answered questions, regardless of the wind, heat, or rain. You wouldn't want to attend a rally without the

help of men and women like these.

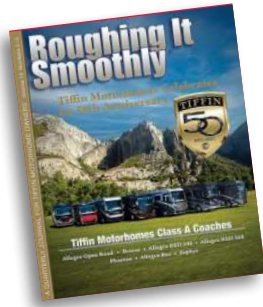
There were dozens more presentations and vendors than I've mentioned, and by the end of the week, my head literally swelled from everything I had learned. Or was it those margaritas? Perhaps a little of both, but there really were too many other resources present to see them all, and too much information to absorb in a single week. The answer? Another rally.

The next Tiffin Rally, the first of three slated for next year, will be April 3–7, at Golden Palms RV Resort in Hemet, California, our next opportunity to learn more and reunite with our friends, old and new. **RIS**





# THE SIGNED LIMITED EDITION



An alarming supply situation developed in early May of this year when our printer in Virginia informed us he did not have enough paper to print the double issue for the celebration of Tiffin Motorhomes' 50th Anniversary celebration. There was only enough paper on hand to print 5,000 copies, which was the minimum required to run the huge Man-Roland web press. It produces in one pass a 32-page folded signature. Tiffin's marketing director, Cullen Akin, had requested 800 copies in time for the Rock Springs Rally.

Then the idea surfaced for making the 800 copies a

Special Limited Edition by inserting an Autograph Page on which the editor would sign and number each copy and register the recipient owner's name. As the editor and publisher, I issued 324 copies at the rally in the Special Limited Edition. Owners took their numbered copies to Bob Tiffin for his autograph, making it far more valuable. The remaining 4,200 copies were shipped to Tiffin's dealers and the plant in Red Bay.

In early July, the printer was able to procure enough paper to run 60,000 copies, which completed our usual press run.

- |   |   |   |   |
|---|---|---|---|
| 1 Bob & Judy Tiffin                                 | 33 Ron Marshall & Susan Luckie<br>Shelton, WA         | 62 Bob & Cathy Dressler<br>Prescott, AZ               | 91 Mike & Kim Arroyo<br>Palmdale, CA                          |
| 2 Fred & Carolyn Thompson                           | 34 James & Jane Bensman<br>Broomfield, CO             | 63 Bob & Marilyn Ice<br>Fairmont, WV                  | 92 Philip & Sarah Lowe<br>Palm Coast, FL                      |
| 3 Lisa Smith  | 35 Darryl & Donna Foster<br>Elizabethtown, KY         | 64 Dave & Candy Barnes<br>Shepherdstown, WV           | 93 Dennis & Debbie Orioles<br>Smithtown, NY                   |
| 4 Bob Martin  | 36 Mike & Karen Nagel<br>Livingston, TX               | 65 Steve & Janet Headley<br>Chino Hills, CA           | 94 Scott & Maria Gray<br>Llano, TX                            |
| 5 Leigh Tiffin                                      | 37 Bill & Mary Murdock<br>Kennewick, WA               | 66 Gene & Debby Ienuso<br>Chandler, AZ                | 95 Jason & Lisa Goody<br>Mt. Pleasant, IA                     |
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| 13 Ed Thor<br>Dallas, TX                            | 45 David & Gail Vize<br>Solvang, CA                   | 74 George & Gabriele Drewry<br>Glendale, AZ           | 103 Lee & Linda Kaderli<br>Mont Belvieu, TX                   |
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| 15 Dennis & Sharon L'Etoile<br>Blairsville, GA      | 47 Paul & Lisa Schoonover<br>Hastings, MN             | 76 Dave & Sandy Lay<br>Paw Paw, IL                    | 105 Jamie & Rebekah Myrick<br>Tharptown, AL                   |
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| 19 Michael & Kathy Jones<br>Madison, MS             | 51 Ina Strachan<br>Red Bay, AL                        | 80 Ed & Ellen Beck<br>Tucson, AZ                      | 109 Dale & Patsy Brown<br>Fort Knox, KY                       |
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| 24 Steve & Judy Buller<br>Ceresco, MI               | 56 Rob & Cathy Matthews<br>Oviedo, FL                 | 85 Byron & Renee Wilkerson<br>Jackson, MO             | 114 Jeff & Paula Brown<br>Decatur, AL                         |
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| 27 Paul & Kathy Barnard<br>Hurricane, UT            | 59 Karen Bronson<br>Catawba, NC                       | 88 Mike & Denyne McDonald<br>Thorp, WA                | 117 Alan & Pam Curtis<br>Flagstaff, AZ                        |
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133	Joe & Kathy Borg Stuart, FL	170	Steve & Melissa Trott Chico, CA	207	Richard & Susan Robertson Tustin, CA	244	Beth Muench Horizon City, TX
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135	Richard Wood & Margaret Shafer Lake Osprey, AL	172	Vince Degrado & Sandy Helm-Degrado Gardendale, AL	209	Mark & Cheryl Gambardella Moseley, VA	246	Steve & Carol Herbst Arden Hills, MN
136	John & Carolyn Mitchell Milford, VA	173	Jim & Simone Van Dyke Omaha, NE	210	Bill & Julia Philips Lookout Mountain, GA	247	Gary Wilks & Beth Kupferer Austin, TX
137	Ken & Terri Gregory Roseville, CA	174	C.W. & Gina Rogers San Diego, CA	211	Craig & Terry Billman Beeville, TX	248	Ross & Leslie Cook Dandridge, TN
138	George & WanWan Nichols Elizabeth, Co	175	Ken & Lynne Jester Kuna, ID	212	Bill & Kani Nichols San Antonio, TX	249	Dennis D. & Marilyn J. Smith Cedaredge, CO
139	Geary & Jeanie McCleery Umatilla, FL	176	David & Marie Breeding Scotts Hill, TN	213	Lem & Laura Haggerty Ft. Myers, FL	250	Gary & Cindy Broadaddus Henderson, NV
140	George & Judy Talley Dothan, AL	177	Jeffery & Denise McVicker Yuma, AZ	214	Fred & Arlys Reimers Sheldon, IA	251	David & Terri Thevenote Cottonport, LA
141	Ralph & Sonny Randow Brooksville, FL	178	Don & Pat Schaffer Northbrook, IL	215	Scott & Budour Bailey Elkhart, IN	252	Gregg & Nancy Henderson Yorba Linda, CA
142	Brian & Roxie Hess Glendora, CA	179	Dale & Karen Bennett Vero Beach, FL	216	Paul & Cheryl Wiley Coshocton, OH	253	Jim & Sally Dallas Augusta, KS
143	Barry & Char Channing Las Vegas, NV	180	Ben & Rosemary Wittemore Charles Town, WV	217	Bob & Karla Riel Alpine, CA	254	Barry & Carol Dellinger Temecula, CA
144	Lorenz & Cheryl Steinhoff Emery, SD	181	Jere & Marion Key Fayetteville, GA	218	Michael & Karen Everett Newbury Park, CA	255	Rob & Eva Donald Fort Worth, TX
145	Jerry & Marilyn Collins Boise, ID	182	Dick & Judi Long Scottsdale, AZ	219	David & Judi VanHeuvelen St. Lawrence, SD	256	Stan & Bev Schultz Stanwood, WA
146	Wayne & Howie Dault Elwell, MI	183	Grant & Danna Easton Green Cove Springs, FL	220	Graham & Jayme Mongeon Davenport, FL	257	Joe & Carolyn Haggerty Rehoboth Beach, DE
147	Roger & Carol Walden Santa Ana, CA	184	John & Susan Ballas Sykesville, MD	221	James & Neila Pardue El Dorado Hills, CA	258	Barb Sorochak Rochester, MN
148	Regina Britton Clark, CO	185	Gordon Hite Las Vegas, NV	222	Larry & Betty Stone Cary, NC	259	Dianne Grahn La Pine, OR
149	Steven & Jan Gulbranson El Paso, TX	186	Rick & Kathy Cloud Gravette, AR	223	Terry & Julie Bohlen Cameron Park, CA	260	Mark & Sue Conrad Syracuse, UT
150	Gary & Vivian Scheuerell Kingman, AZ	187	Jack & Camille Herbst Oro Valley, AZ	224	Jim & Mary Ziegler La Crosse, WI	261	Nelson & Mary Smelker Mt. Dora, FL
151	Peter & Virginia Fitzner Ligonier, PA	188	Seth & Gloria Oldham Livingston, TX	225	Hank & Sue O'Neill Elgin Air Force Base, FL	262	Ken & Linda Schaeffer Fallbrook, CA
152	Kenneth & Catherine Insley Upper Marlboro, MD	189	Tom & Pat Webber Parrish, FL	226	Tony & Patty Panzica Thousand Oaks, CA	263	Gerald & Sarah Oliva Erath, LA
153	Michael & Michelle Banfield Queen Creek, AZ	190	Ray & Karen Knapwurst Redgranite, WI	227	Tommy & Teresa Sanders Conyers, GA	264	Steve & Peg McWhirter Ocala, FL
154	Raymond & Roberta Babaz Conroe, TX	191	Dwight & Debbie Brower Mandeville, LA	228	Peter & Ava Zrinzo Bellflower, CA	265	Larry Flynn Bushnell, FL
155	William & Heather Parks Las Vegas, NV	192	Chad & Marla Stewart Livingston, TX	229	Tim & Lisa Sullivan Monrovia, CA	266	Steve & Nancy Alarcon Buckeye, AZ
156	Bill & Maria Skeels Upland, CA	193	George & Diane Kenney Sioux Falls, SD	230	Kraig & Mikell Hite New Plymouth, ID	267	Elaine Kalani & Carol Cope Lincoln, CA
				231	Roy & Toni Wright	268	Dave & Dot Fisher Bushnell, FL





269 William & Susan Howe Yulee, FL	283 David Rigsby Apache Junction, AZ	297 Rob & Vicki Schildroth Sioux Falls, SD	311 Glenn & Vivian Heuer Forest Lake, MN
270 Bill & Sarah Richey Bowling Green, KY	284 Greg & Karen Racicot Ventura, CA	298 Robert & Suanne Moon Portland, OR	312 Dennis Valenti & Vickie Perry North Wales, PA
271 Fred & Robin Dunner Pasadena, CA	285 Ed & Denise Pierson Box Elder, SD	299 Gilbert & Torey Stanfill Corona, CA	313 Irvine & Deb Kjellin Ft. Dodge, IA
272 Ron & Linda King Tucson, AZ	286 Andy & Eddie Hunter Erie, CO	300 Brian & Nena Murty Henderson, NV	314 Doug & Marilyn Barnhart Poulsbo, WA
273 Jeff & Debbie Knighton Las Vegas, NV	287 Rob & Linda Luetjen Gainesville, FL	301 Rolfe & Valerie Armstrong Escondido, CA	315 Rob & Debbie Fessenden Las Vegas, NV
274 Eric & A.J. Dove Star Valley, WY	288 Ron & Joy Hawkins Joshua, TX	302 Bob & Fran Stockman Zionville, NC	316 Paul & Ursula Thompson Knoxville, TN
275 Richard & Michele Pitchford Ramona, CA	289 D.J. & Sandra Palmisano Folsom, LA	303 Brian & Dawn Winter Roy, WA	317 Steve & Sherall Gradias Mohave Valley, AZ
276 Jim Kirkendoll & Donna Cosley Edgewater, FL	290 A.J. & Phyllis Fields Oklahoma City, OK	304 Geoff & Julie Beckham Laguna Beach, CA	318 Jim & Sylvia Zeurcher Thompson Falls, MT
277 David & Karol Ripley Tooele, UT	291 Richard Bednarski & Arreta Hamrick Scottsdale, AZ	305 Al & Sandy Allen Pass Christian, MS	319 Gary & Lyn Osadchuk Severance, CO
278 Jim & Adele Hoelscher Rochester, NY	292 Roger & Maryn Larsen Huntington Beach, CA	306 Ray & Karen Jenkins Boise, ID	320 Rick & Vicky Bowman Coldwater, MS
279 Gary & Mary Kay Ford Bennington, NE	293 LeRoy Daugherty & Gloria Felts Las Cruces, NM	307 Barclay & Adella Trehal Reno, NV	321 Cathy Robertson Cordova, TN
280 Javier & Brittany Nunez San Antonio, TX	294 Rick & Kristi Stanley Port St. Lucie, FL	308 Dan & Kathie Hatfield Knoxville, TN	322 Jeff & Kim Nelson Normandy Park, WA
281 Tracy & Elizabeth Trigg Riverside, CA	295 Geo. Hageman & Juanita Brooks Green Cove Springs, FL	309 Alan & Susan Yeoman Jamestown, OH	323 Richard & Peggy Wyman Idaho Falls, ID
282 Bill & Sylvia Brethour Maple Hill, KS	296 Chad & Mary Kay Schittone Round Rock, TX	310 Allen & Cindy Sutfin Yuba City, CA	324 Randy & Jean Reavis Grinnell, IA

## Kevin Kelly wins drawing for full set of *Roughing It Smoothly*



A Marine who served in Vietnam as a crew chief of a helicopter unit, Kevin Kelly grew up in the San Francisco Bay area. After military service, he earned an undergraduate degree in finance and accounting, then a master's in finance and economics. After extensive work and travel through Sweden, Germany, France, and England, Kelly returned to the U.S. where he secured an authorization from the U.S. Treasury to represent taxpayers in collection and due process hearings. As an avid scuba diver who used to camp on the beach, he bought a pick-up with camper top, then a 5th wheel. In 2001, he met his future wife, Georgianne, who managed law firms. They married in 2004. The Kellys travel in a 2018 Phaeton 40QBH and make their home in Indio, California. See his "From the Road" story on page 87.

## Silent Auction for Two Full Sets of *Roughing It Smoothly*

A Tiffin owner who participated in the drawing for the full set of *Roughing It Smoothly* magazines suggested that we do a silent auction and donate the highest bid to a favorite charity. What a great idea! My favorite charity is St. Jude Children's Research Hospital in Memphis.

The bidding will start at \$150. Please send your bid to [fred1902@gmail.com](mailto:fred1902@gmail.com). In your email, include your full mailing address, phone number, and email address. All bids must be received by midnight on Nov. 18, 2022. We will award full sets to the two highest bids.



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## JERRY & PAM HARDERS

Roughing It Smoothly  
at the 50th Anniversary  
in a 27-foot 1992 Allegro Bay



Jerry and Pam Harders celebrated their 40th wedding anniversary in September of this year. For 30 of those years, they have owned and enjoyed their 1992 Allegro Bay 27ft. Class C coach. That 30-year tenure brought special attention at the 50th Anniversary Rally, June 13–17, when they were recognized as having the oldest Tiffin coach at the rally. Jerry and Pam also had their coach at Tiffin's 25th Anniversary Rally in 1997 that was held in Nashville. While several Tiffin owners at Rock Springs attended the 25th Anniversary, no one else was able to say they were there in the same coach they drove to Rock Springs.

Rooted and grounded Minnesotans, the Harders frequently enjoy their coach as a moveable retreat that takes them to their favorite places for rest and relaxation. As their work permitted, there have been long excursions out West, and we will get to that later.

Jerry and Pam both were born in Rochester, Minnesota, in 1959 and 1962, and have continued to make Rochester their

home for good reasons. "I went to Mayo High School and Pam went to John Marshall High School, but we did not know each other then."

"We met on a blind date on December 3, 1980, six months after I graduated from high school," Pam added. "We hit it off and were engaged after we had dated for three months. We had many friends in our social group who loved being together, going to movies, eating out, and in warmer months, camping." Pam and Jerry married in September 1982.

After high school, Pam decided to study at a local vocational technical college to become a medical secretary. "I began my career at Mayo Clinic in June 1981, working in the business office. Not long after that, I was offered a position as a medical secretary in the Radiology Department. I advanced my career by moving to Physical Medicine and Rehabilitation," Pam related.

Text and photography by Fred Thompson



Pam and Jerry were pleasantly surprised when their 30-year-old Allegro Bay was recognized as the oldest Tiffin motorhome at the 50th Anniversary Rally. They also drove the Allegro Bay to Tiffin's 25th Anniversary Rally in Nashville in 1997.



"At PM&R, I continued as an administrative assistant."

At that time, Jerry had been working for the previous five years in a grocery store stocking shelves on the 11-to-7 night shift. "It was a good, steady job, and I enjoyed making the inventory look neat and ready for the early morning shoppers," Jerry said. "But I knew for me it was not a lifetime job. Quite a few of our neighbors worked at Mayo Clinic and recommended me for a position in the lab."

In 1986 Jerry began his career at Mayo Clinic in the immunology department. He later applied for and was moved to the cardiovascular department where there was more room for advancement. "Mayo was very open to learning on the job," he said. "I began my career there working in the laboratory. Through training and application, I advanced through several levels of lab work and continued in that department until retirement."

Pam was introduced to camping in July 1971 when her parents rented a pop-up camper for a trip to Florida. A short time

later, they bought a travel trailer. "I got a lot of experience in camping and camp chores," Pam said.

Jerry's introduction to the outdoors was quite different. "I have a brother and two sisters," he said. "Our family rented a cabin in northern Minnesota for our summer vacations. It was a great outdoors experience for all of us."

Jerry and Pam continued to enjoy the outdoors with tent camping soon after they married. "Our daughter, Kayla, was born in December 1986. She was six months old when we took her on her first camping trip," Jerry said.

"In Minnesota, the camping season is May through October," Pam added. "In February 1988, we went to a camping show and bought a Coleman pop-up. We often did group camping with neighbors and family friends. Over the years, my parents owned three motorhomes. Sometimes we hooked the camper behind the motorhome for a family trip."

When Kayla was five, Jerry and Pam bought the 1992 Alle-





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gro Bay 27. "While attending a February 1992 camping show, we visited the Quality RV display to check out the Tiffin Allegro products. Their dealership is located in Elk River, Minnesota," Jerry said. "We had been looking at the Class A coaches just for fun, with no intention of buying. Then we saw the Class C Allegro Bay. I guess it was the good salesman and the fact that the floorplan with the cab-over bunk was perfect for Kayla that influenced us to make the purchase."

"I was 30 and Jerry was 32," Pam said. "The price at \$33,000 included all taxes, delivery charges, everything. We had bought a house in April '82, had full-time daycare, and also had a car payment. We were very nervous about spending that much."

"Pam called her dad and then faxed him the details, asking for advice since he had the experience of owning three different motorhomes," Jerry continued. "After he heard the names of the quality brands of the components—Coleman AC, Michelin tires, Norcold fridge, Suburban furnace—being used in the Allegro Bay, he said, 'Go for it!'"

"Our first big trip was an extended Mother's Day weekend in 1992," Jerry remembered. "Mother's Day in Minnesota can be very cold, but this one was unusually warm."

Pam and Jerry joined the Allegro Adventurers Camping Club and found a whole circle of new friends. "Jerry and I were by far the youngest members in the club," Pam noted. "During the May–October window, we did one or two campouts every month with the club. Some of the trips to the selected campgrounds were three to four hours or more from our home. We would park the Allegro Bay in an employee parking lot on Friday morning, and Pam's mom and dad would bring Kayla over when we got off work, allowing us to leave immediately for our camping weekend. Kayla loved the cab-over bunk. It was 'her place.'" Some of their favorite trips were to the Black Hills in South Dakota, the Wisconsin Dells, and northern Minnesota.

In 1993 the Harders took their Allegro Bay to Red Bay for a Factory Extravaganza. "The factory tour was fascinating and we





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“As Kayla grew up, we often found ourselves doing the weekend trips without her,” Jerry said nostalgically. “I can still look at that bunk and see Kayla up there.”



were treated like royalty,” Pam recalled. “As we earned more vacation time, we ventured to the Grand Canyon and Nashville with Kayla. On our 25th wedding anniversary in September 2007, we made our longest trek to Yellowstone, the Grand Tetons, Salt Lake City, and Oregon. We were away for three weeks and it was so much fun!”

“As Kayla grew up, we often found ourselves doing the weekend trips without her,” Jerry said nostalgically. “I can still look at that bunk and see Kayla up there.”

Today Kayla is a hair stylist, operating her own Sola Salon in Rochester. She is married to Cody and they have a son, Wyatt, 7.

“We are very fortunate that Mayo Clinic has excellent benefits, including a plan for early retirement,” Jerry explained. “In November 2018, one day before my 59th birthday, we both retired. But when we are not traveling, we let Mayo know we are available to help as supplemental.” Pam noted they often were called to come in for several days in the laboratory or office. Pam terminated her supplemental work in September 2021, but Jerry will be supplemental until December 2022.

When the Tiffin Allegro Club announced plans for its 50th Anniversary Rally, Pam and Jerry knew they wanted to do one more major Allegro Rally. “We realized it was almost a lottery to get a site at the rally and we felt lucky to get in,” Pam said. “I guess it was meant to be since we were at the 25th. We are already thinking about the Amana Rally next year.”

The Country Music Festival in Cadott, Wisconsin, was one of their favorite destinations in June. “It used to be four days, three stages, and lots of bands,” Jerry said. “They bill it as ‘The Country’s Largest Party in a Hayfield.’” Pam pointed out that while they have 8,000 campsites, it’s all dry camping! “We enjoyed the Cadott festival for 18 years. Over the last six years, we have attended the Country Jam at Eau Claire, Wisconsin. We met so many people and enjoyed all the music with friends new and old!”

Another favorite is the Warrens Cranberry Festival: Arts & Crafts, in Warrens, Wisconsin. “It runs the last full weekend in September,” Jerry said. “It is supposed to be the largest arts and crafts festivals in the U.S. There are over 800 arts and crafts booths, 300 flea market booths, and 100+ farm-to-market booths. It’s amazing!”

Even though a 30-year-old coach might intimidate some RVers, the Harders have no plans to trade. “She is our baby, and we have taken good care of her,” Pam said. “Everything in this coach is original except the fuel pump, fridge, and the tires,” Jerry added.

The Harders extended a special thanks to Lesmeister Mechanics. “They have been our service guys since day one,” Jerry said. “The grampa, son, and now the grandson have all worked on our motorhome. They are amazing.”

Now the Harders escape Minnesota’s winters in January and February to destinations like Orange Beach, Alabama. More trips are in the planning stages, maybe a summer trip to New England, but with two- and three-month snowbird trips probably at the top of the list. **RIS**



# *Destination: Nashville*



**M**ARTY STUART sings a country song titled “Too much month at the end of the money.” That’s how I was beginning to feel when I looked at my diesel fuel budget as prices continued to rise. Like most RV owners across the country, we realized that our 2022 RV annual fuel budget was depleted with way too many months remaining in the year. Maybe we should consider at least one trip a little closer to home.

We live in Nashville, Tennessee, so my wife Nancy and I started researching all the nearby places to go, stay, and see, and the number one place that kept coming up was . . . you guessed it . . . NASHVILLE.

We initially moved past it since we actually live here, but all the comments and visitor stories about our town kept reminding us that we had not really “seen” Nashville like most visitors, and hadn’t done most of the things they talked about. When we visit any other city, we are like a landing craft hitting an enemy beach. When the door opens, we hit the ground running and never slow down. What if we did that here? We looked at each other and immediately agreed - we were going on a road trip to Nashville! Determined to have the total experience, we booked two local RV resorts, the KOA Nashville on Music City Drive to be near the city and another at Elm Hill RV Resort for a Nashville lake experience. We packed up our 2021 Tiffin Allegro Red 38KA and launched our 12-mile road trip with the same excitement as driving hundreds of miles. This was going to be a real staycation!

Text and photography by Steve Blume



## Why Nashville?

Whenever a fellow RVer discovers I am from Nashville, they can't wait to tell me of their past adventures or plans to visit. Nashville seems to be one of the most desirable destinations in the U.S. Is it the music, the culture, the history or just a convenient stopping point along the way? Occasionally, I must set a few folks straight, pointing out that Elvis's Graceland and Dolly Parton's Dollywood are not in Middle Tennessee. Whatever it is, the mention of Nashville always brings a smile.

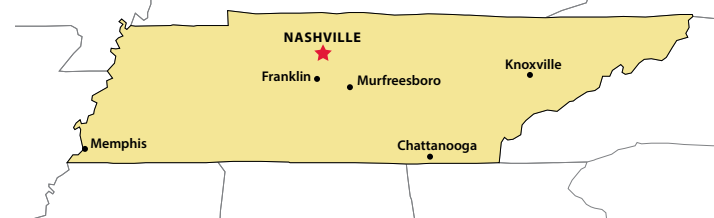
More than 13 million people visit Nashville annually. Perhaps the good ole Southern hospitality and charm comes into play regardless, but music is still king. *National Geographic* recently named Nashville the top destination *in the world* to visit in the month of June, primarily because of huge music events. It kicks off with the annual four-day CMA Fest in downtown Nashville, where musicians like Dierks Bentley, Keith Urban, and Carrie Underwood perform free to help raise funds for the Country Music Association Foundation's music education programs. There are many other chances to see talented musicians and artists at different stages across downtown Nashville. The Bonnaroo Music & Arts Festival takes place later in the month just down the road in Manchester.

Established in 1779 along the banks of the Cumberland River, Nashville was named after American Revolutionary war hero Francis Nash and was originally part of North Carolina. During

the Civil War, Union soldiers occupied this southern town, erected tents, and positioned cannon along the high ground now occupied by the Tennessee State Capitol Building. They must have felt welcome, because since that time the Yankees kept coming, along with everyone else. The Nashville metropolitan area was the 20th fastest growing area in the country from 2010 to 2020. With a growth rate of 21 percent in that decade, the city is now the 36th-largest metropolitan area in the country with nearly two million residents. The skyline is constantly changing. In 2010 there were 27 towers of 20 stories or taller; in 2020 that had doubled to 54; by 2025 there will be 104 according to plans, but that number continues to grow every few weeks.

## Location

If you took a state the length of our northern neighbor Kentucky and squashed it flat, that's how Tennessee looks, and Nashville is located directly in the center. The Kentucky border is only 45 miles north of Nashville and the Alabama border is only 80 miles south. With 455 miles of I-40 running east to west through 20



counties, Tennessee has more miles of that interstate within its boundaries than any other state. Nashville is one of only four U.S. cities where six interstate legs converge within the city's boundaries: I-65 North and South, I-40 East and West, and I-24 East and West. The northern entrance of the Natchez Trace Parkway begins in Nashville and stretches 444 miles to Natchez, Mississippi, passing through Alabama, Tupelo, and Jackson. It is part of the National Park Service and has been designated as one of America's National Scenic Byways by the Federal Highway Administration. In addition to helping folks arrive *here* when this is the ultimate destination, all of this pavement routes millions *through* Nashville on their way to somewhere else. If you happen to be one of those folks, perhaps you should consider a stopover!

## Time and interest

Is Nashville your ultimate destination, or are you passing through? Do you have a night, a week or more? Is there something you really want to see, or are you just taking in the area and the culture? There are great museums, but do you have time to really see them? A fellow traveler once mentioned he had loved seeing Nashville. When I prompted him for details of his visit, it was only one night, and he had taken a shuttle from the campground into town and spent the evening walking along Broadway listening to music and watching all the people. That was his definition of "seeing Nashville."

In contrast, I spoke with Norris, who with his wife Peggy, was on the final leg of a two-month trip and heading back home to





Live music is loud and all day long. ♦ Even before noon, there is plenty to see, hear and taste on Broadway.

Texas in their 2021 Phaeton 40IH. “I had no idea there was so much to see and do in Nashville. We have been here ten days going non-stop and still have not covered everything.”

## Live Music

Nashville is known for live music, and if that’s what you want, it is everywhere. In the honky tonk area of Broadway, many of the clubs are affiliated with top artists—Jason Aldean’s **Kitchen**, Dierks Bentley’s **Whiskey Row**, Kid Rock’s **Steak House**, Luke’s **32 Bridge** (Luke Bryan). They are loud and start early. Most venues have multiple floors and rooftop bars, opening each level as the crowds build throughout the day. Since so many talented singers and musicians come to Nashville chasing fame and fortune, you will see incredible performances, even before lunchtime.

For a completely different live music experience, check out one of the **Nashville Songwriter Rounds**. This is a Nashville tradition where three or four songwriters share a single stage, rotating down the line with each sharing the story of how the song was written and how other songwriters contributed. There are amazing stories that will change how you hear that song on the radio the next time. Generally, these are acoustics only with the songwriter singing their song. The audience listens reverently, soaking it all in. You feel they included you in a very personal story that no one else knows. Check out the famous **Bluebird Café**. The **Listening Room** at 618 4th Avenue South is another great spot near downtown, but there are dozens of other venues where “songwriter night” may feature promising artists all the way up to the number one hit songwriters. Some may require reservations, so plan ahead.

Go to the **Grand Ole Opry**, period. The Opry features country music legends as well as up-and-coming artists on a weekly basis. It is the beginning, the roots, the experience. If it is not on your



bucket list, it should be. See the show and even take the backstage tour if you have the time. [opry.com](http://opry.com)

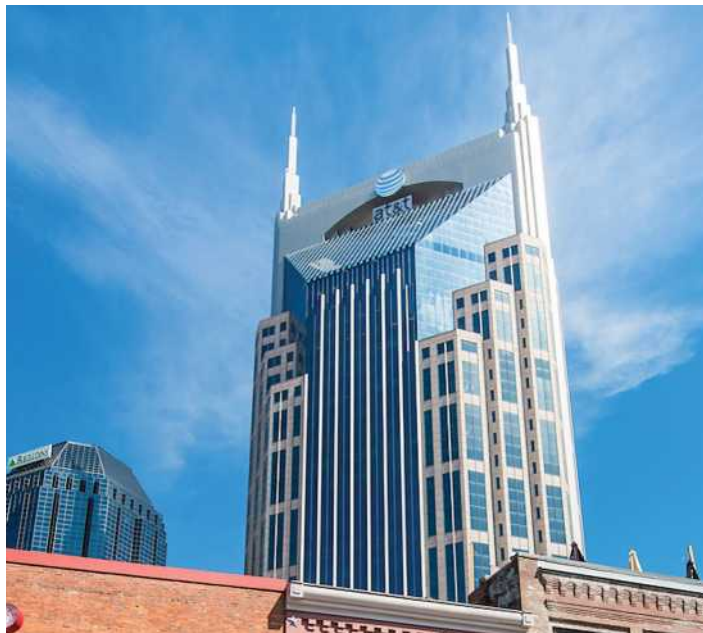
## Tours

First of all, I am a huge fan of trolley tours to explore a new city. There is no better way to see so much and learn the history and quirky twists of it. For our staycation, we chose **Old Town Trolley Tours**, which operates from the heart of downtown Nashville. In addition to Nashville, they operate in Boston, Key West, Washington, D.C., St. Augustine, Savannah, and San Diego, which is their only tour I have missed. That’s how much I believe in them.

If you have never used a trolley tour to explore, you simply purchase a ticket either online or in person at one of their designated stops, then step aboard with your trusty route map and relax. It removes a lot of the stress of being a tourist since you no longer worry about parking or trip planning. It is all done for you. The trolleys are tall with easy on and off, plus large windows that are open or closed, depending upon the weather. In Nashville, the map shows the numbered stops and what to see at each one. You can get on and off, skip areas, or continue along the route, and catch the trolley as it comes back around. A tour guide provides live commentary as you ride along, offering facts and interesting stories about things you drive by or are about to see on the next stop. The stops are well marked, and the next bus arrives at spaced intervals following the same route. On, off, on, off, on, ride a while . . . your choice.

There are many other tours available, each with a unique twist. For example, **Gray Line** has a one-hour tour on a double decker bus with a guide who covers over 100 points of interest, but it is truly a bus tour—no off and on. Several companies offer night tours. There are walking tours, bike tours, golf cart tours, Segway tours, comedy tours, celebrity home tours, small group food walking tours, and pub crawls, something for everyone. **Free Walking Tours** is a self-guided audio tour. [freetoursbyfoot.com](http://freetoursbyfoot.com)





## Let's Get Started!

After we paid \$10 each for the round-trip shuttle from the Nashville KOA to downtown, our grand adventure officially began. Our plan was to spend two days on the Old Town Trolley tour to see all the sights in the downtown area without worrying about navigating and parking, then spend a couple of days driving to the places farther out with easy parking and access. We also knew there were several great museums we didn't want to rush and we would come back to see them.

You could literally spend an entire day on Broadway, so we wanted to venture out first and end up back there at the end of our tour. We arrived for our Old Town Trolley tour at the intersection of 2nd Avenue South and Broadway at 10:00 am on a Saturday morning, and the tourists were already out in force. Before boarding, we elected to walk around to get our bearings. The Cumberland River flows through town. Across the river we could see the massive red and blue Nissan Stadium, most notably the home to the NFL Tennessee Titans. Tennessee State University also plays there, plus it hosts concerts and other events. The

The prominent AT&T Building is affectionately referred to by Nashvillians as the "Batman" building. ♦ The John Seigenthaler Bridge is one of the longest pedestrian bridges in the world. ♦ The Goo Goo Cluster was created in 1912 by Howell Campbell and the Standard Candy Company in Nashville, Tennessee. The disk-shaped candy bar contains marshmallow nougat, caramel, and roasted peanuts covered in milk chocolate.

stadium and residential suburbs of East Nashville are connected to downtown by the John Seigenthaler Pedestrian Bridge. The bridge spans 3,150 feet across the Cumberland River and is one of the longest pedestrian bridges in the world. At the end of a concert or a football game, revelers surge across that bridge in a huge wave like floodwaters from a broken dam, crashing into the honky tonks on Broadway and 2nd Avenue.

Who can resist stopping by the Goo Goo store? Goo Goo Cluster is a tasty combination of nuts, caramel, milk chocolate, and nougat, in an aerated marshmallow type mixture. It's all combined in a deliciously rounded cluster that was first created here in 1912. It is considered the first combination candy bar, meaning it contained several types of candy rather than an all-chocolate bar. The storefront just off Broadway on 3rd Avenue celebrates the history of this treat, and you can even create your own custom candy bar!

Our first stop was the historic **Ryman Auditorium**, home of the Grand Ole Opry from 1943 to 1974. Nashville's famous weekly country music show began in 1925 and is still the world's longest running live music radio show. A wealthy riverboat captain named Thomas Ryman along with evangelist Sam Jones dreamed of creating a religious gathering place for the city, so the Union Gospel Tabernacle opened in 1892. Upon the death of Thomas Ryman in 1904, it was renamed the Ryman Auditorium. It continued to be used for a wide variety of plays, concerts, conferences, graduations, a circus, presidential addresses, funerals, lectures, and celebrations.







Tootsie's Orchid Lounge, a Nashville country music institution and world-famous honky-tonk, has operated across the alley from the Ryman almost continuously since 1960. You enter and leave right under the band at Tootsie's. ♦ Home to the Grand Ole Opry from 1943 to 1974, the Ryman Auditorium is one of the most celebrated venues in modern music, and especially country music. The list of enduring performers, such as Willie Nelson, is almost endless. "It's 17 steps to Tootsie's and 34 steps back," Nelson once said.

In 1943, the Grand Ole Opry had outgrown its prior venues and landed here, where it remained for nearly 31 years. The acoustics are incredible, and performers treat this place with reverence. The Grand Ole Opry moved to a new, larger venue in 1974, but the Ryman was renovated and still hosts concerts and events today. Tours enable you to stand on the stage where legends performed and soak in the rich history. Over the years, Ryman Auditorium has transformed from a religious entity to one of the most revered music venues in the world. Some still refer to it as the Mother Church of Country Music.

It is this background that created a unique relationship with a purplish colored beer joint with its back door just across the alley from the stage entrance of the Grand Ole Opry. The Ryman was never air conditioned and no alcohol was allowed. It was too tempting. Many well-known artists such as Patsy Cline, Kris Kristofferson, Willie Nelson, and Roger Miller ventured out the side door of the Ryman between sets and entered the back door of this honky tonk across the alley called **Tootsie's Orchid Lounge** for ice cold beers. It was named after the owner, but

when the painter accidentally painted it the purplish color orchid, the name stuck. Willie Nelson often walked back and forth so much between the venue and Tootsie's, he has been quoted saying, "It's 17 steps to Tootsie's and 34 steps back." In the early days, Tootsie was known to slip cash into the pockets of struggling artists or accept IOUs at the bar. At the end of the year, musicians who had made it would pay the IOUs.

Today Tootsie's is no longer the quiet little beer joint. The alley door is still an entry, but the front opens onto the happening part of Broadway. It is packed from morning until the next early morning, rocking to live music that never stops. Musicians perform from an elevated postage stamp stage just inside the front door, towering over the steady flow of people trying to find a spot and navigating a tight walkway between the bar and side tables.

**Nudie's Honky Tonk** is nothing like it sounds. It was named in honor of Nudie Cohn, the creator of the spangled fashions worn by classic country stars. His rhinestone-encrusted, appliquéd, fringed, and sequined designs exemplified the "look" of country music for decades. Many of these suits and jackets are in glass cases that line the walls of this venue, including the legendary \$10,000 gold suit that Nudie designed for Elvis Presley. The rhinestone cowboy couture was founded in the hands of Nudie Cohn.

**Assembly Food Hall** is a huge food court/bar combination, featuring over 30 eateries and bars plus three stages and rooftop seating that meanders along corridors and across two buildings. Keep this in mind as you are walking around town and need a place to land. Conveniently located just off Broadway near 4th,



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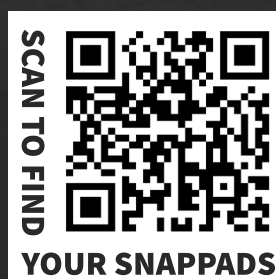
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Assembly Food Hall is a multi-level, comprehensive culinary and entertainment destination, that complements and rounds out the downtown Nashville experience. The original Prince's Hot Chicken is inside. The line forming for Hattie B's Hot Chicken is outside down on the right.

- ◆ Schermerhorn Symphony Center, home of the Nashville Symphony.
- ◆ Music City Center has the capacity to host huge city-wide conventions and other events.

the Assembly Food Hall has something for everyone.

Nashville has several huge, impressive structures. One of the world's finest acoustical venues, the **Schermerhorn Symphony Center**, is home to the Nashville Symphony and hosts many touring artists throughout the year. Just a block over, the **Music City Center** is a 16-acre, 2.1 million square foot convention complex built to host large, city-wide conventions in the downtown area.

The **Country Music Hall of Fame and Museum** has been called the "Smithsonian of country music," and is one of the world's largest museums and research centers dedicated to the preservation and interpretation of American music.

The museum now encompasses 350,000 square feet of exhibition galleries, archival storage, retail stores, and event space. "Sing Me Back Home: A Journey Through Country Music" is the title of the museum's central, permanent (though constantly updated) exhibition. Each year, new limited-engagement exhibitions launch to complement and expand on that foundation.

The Country Music Association (CMA) created the Country Music Hall of Fame to recognize significant contributions in both creative and business communities. Election to the Country Music Hall of Fame is country music's highest honor. The museum does not participate in the election but exhibits the bronze plaques commemorating membership in the Hall of Fame Rotunda. If you are a fan of country music or just want to dig deep in the history and tradition of it, this is a must see. It is not just a "stop by" visit place, so set aside at least half a day if possible.

Across the street is the **Music City Walk of Fame Park**, where artists and industry giants who contributed so much to music, in every genre, are honored with their name and a star on the walkway. Take this opportunity to stand on the star of your favorite artist, hold your phone high over your head, and take that selfie looking down!

Around the corner is the **Bridgestone Arena**, a multi-purpose venue that is the home of our beloved Nashville Predators of the National Hockey League. Broadway gets really crowded on game days.

**Legislative Plaza** is a broad public plaza with open-air space for public events. It connects the **Capitol**, the **War Memorial Building** with the engraved names of 3,400 Tennesseans who gave up their lives in World War I, and the **Military Branch of the Tennessee State Museum**. This museum contains artifacts and displays related to America's overseas conflicts since the Spanish-American War. For extensive displays, however, you want to skip this one and go to the much larger Tennessee State Museum. Admission is free. The Tennessee State Capitol was completed in 1859 and is one of the country's oldest working





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The Country Music Hall of Fame Museum exhibits the bronze plaques commemorating membership in the Hall of Fame Rotunda. ♦ Located in the Bicentennial Capitol Mall State Park, the Rivers of Tennessee Fountains is a collection of 31 geyser-like spray fountains commemorating the state's major lakes, rivers, and tributaries. It's a cooling off spot during hot summer days. ♦ The Bicentennial Mall Carillon is 95 bells in 50 columns that represent the people of Tennessee. It plays part of the Tennessee Waltz every quarter hour. ♦ *At right*, There are only eight Marathon cars still in existence—four of them are in the museum that was formerly Marathon Motorworks. The building also houses retail, restaurants, and pubs.



capitols. It is one of only 12 state capitol buildings that does not have a dome. I'm glad I decided to look inside. A free walking tour was about to start, so I jumped in.

When we hear a great song, most of us associate it with the singer and assume it just easily happened. What we don't know is what inspired the writer, what happened during the recording to make it memorable, and how it all came together. The **Musicians Hall of Fame Museum** features all genres, not just country. It is the only museum that actually honors the greatest musicians of all time. Some, like Jimi Hendrix, are well known and others, like legendary studio musician, Hal Blaine, you'll learn about. See how recording studios work and some of the actual instruments used by your heroes.

Next was the **Bicentennial Mall State Park**. I was happy that our trolley stop around lunchtime was here, which is next to the **Nashville Farmers Market**, a lively daily market featuring a wide variety of local foods, produce, and crafts. Since we were riding a trolley, I was not shopping for the fresh produce or any of the garden center products, but I was in search of great local food from the **Market House**. This is the inside section where there are 15 or so walk-up restaurants with seating usually in a food court. You won't find any large chains here; these are all small specialty food vendors. If you are on a sightseeing mission and don't want to fight crowds in some of the popular restaurants downtown, this is an easy lunch stop.



After lunch, walk next door to the Bicentennial Mall State Park. Patterned after the National Mall in Washington, DC, it opened in 1996 to commemorate the 200th anniversary of the Volunteer State's admission into the Union. **Tennessee Map Plaza** has a 200-foot-wide granite map of the state. **The Rivers of Tennessee Fountains** is a collection of 31 geyser-like spray fountains commemorating the state's major lakes, rivers, and tributaries. The **Court of Three Stars** has a large red, white, and blue circle with three stars similar to the center of the Tennessee state flag. Surrounding the Court of Three Stars is the **95-Bell Carillon**. The bells are housed in 50 Greek-style columns. They represent the state's 95 counties. The carillon plays a portion of the Tennessee Waltz each quarter hour. The **Walkway of the Counties** is a path that includes a marker for each of the state's counties. Underneath their respective marker, each county has interred a time capsule scheduled to be opened on Statehood Day 2096. Located on the west side of the Mall, the 1,400-foot-long





Pathway of History is a wall engraved with significant events in the history of the state from its founding until the bicentennial. There are other memorials and monuments throughout the park. Take your time. There are several picturesque views of the Capitol from here.

I next stepped off the trolley at the **Marathon Motors Factory**. How could I have lived here for so long and not known anything

about it? Beginning in 1909, they produced very popular gasoline cars. Unable to keep up with demand caused by making several poor business decisions, they closed in 1915. There are only eight Marathon cars still in existence, and you can see four of them here. The four-block complex of various buildings has been restored to reflect the era in which they were constructed. The complex includes house shops, studios, the **Corsair Artisan**



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The Parthenon in Centennial Park is a full-scale replica of the original Parthenon in Athens, Greece. It was constructed in 1897 as part of the Tennessee Centennial Exposition. ♦ Andrew Jackson, the seventh president of the United States, reached his highest pinnacle following the victory at the Battle of New Orleans. His home, the Hermitage, is open for a variety of tours.



Distillery, Grinder's Switch Winery, and Antique Archaeology, owned by Mike Wolfe of the popular TV show "American Pickers."

In the 1890s, Nashville was known as the "Athens of the South," primarily due to its commitment to higher learning and the schools here. This was further perpetuated when the city built a full-size replica of the Parthenon for the World Exposition of 1897, located in the 132-acre Centennial Park. Originally built of plaster, wood, and brick, the Parthenon was not intended to be permanent. It was later rebuilt in concrete. A full-scale replica of the 42-foot-tall statue of Athena is the Western Hemisphere's tallest enclosed sculpture. There is a museum below with permanent and temporary exhibitions.

As we came to the next stop, there was a line down the street to get into one of the most well-known hot chicken restaurants in Nashville, **Hattie B's Hot Chicken**. One of Nashville's best-known culinary traditions, hot chicken was created to inflict pain. When Thornton Prince's girlfriend suspected him of running around with other women in the 1930s, she added extra hot seasonings to the chicken batter. He smelled the chicken cooking and fixed himself a big helping. As she awaited revenge, she was shocked that he actually liked the fiery flavor, so much that he refined her recipe and opened a restaurant that became known as **Prince's Hot Chicken Shack**.



Centered on 16th and 17th Avenues South, **Music Row** is considered the heart of Nashville's entertainment industry. Along with radio stations and networks, the neighborhood is the setting for recording studios, publishing houses, music-licensing firms and other organizations like video production houses that serve the music industry. Take a tour of the famous RCA Studio B and go back in time where artists such as Elvis, Willie, Dolly and a host of others recorded their mega hits. There are shops and eateries, too, so it's a great place to just walk around on a beautiful day.

At the Music Row roundabout, don't be shocked when you see nine naked dancers, each 14 feet tall. "**Musica**" is the largest bronze figure group in America, reaching up to 40 feet high. The center one is hoisting a gold tambourine into the sky. This caused quite a stir when it was unveiled in 2003. Over time, people have softened and come to appreciate the representation of such free dance to all types of music and the ethnic diversity of the dancers. Lighted fountains will soon be incorporated into this iconic art.

With a little daylight remaining, we ended our trolley tour as planned and made our way back up to an already very lively Broadway. Once the sun goes down, you quickly discover how this section earned the affectionate nickname "Nash Vegas."

Lower Broadway is home to over 30 bars, most of which have no cover charge and have live music all night. Huge flashing neon signs light the street, barriers keep the massive crowds out of harm's way, and the roar of live music fills the air. The crowd had picked up and the revelers were getting primed. Girls in cowboy hats riding party buses and pedal taverns raised toasts to the crowds as they rolled by, and the mass of humanity along the sidewalks responded with the same toasts and energy.

## Other Nearby Areas to Explore

If you have time, get outside downtown and visit some of these diverse and thriving neighborhoods and cities, each with its own personality.

**East Nashville** originally flourished in the late 19th century and was home to the city's most affluent families, but gradually fell on hard times. It is a thriving community today with a creative vibe, thanks to all the musicians, artists, and entrepreneurs who have moved here. You can park your car near 11th and Woodland and walk around the Five Points area. There are a lot of great restaurants, bars, and boutiques.

**Hillsboro Village** is located just south of downtown near the intersection of Wedgewood Avenue and 21st Avenue South. This cluster of clothing boutiques, shops, and restaurants is a great place to spend a few hours. Since 1961, **Pancake Pantry** has been serving scratch-made pancakes, fresh-cooked eggs, omelets, and waffles, with hungry patrons often waiting in lines down the sidewalk. It moves along and often they bring out coffee as you wait. Once you are stuffed on those daily made-from-scratch pancakes, walk over to Vanderbilt and Belmont universities if you need to burn off some of those delicious calories.

**Germantown** is the trendy upscale area where many young professionals migrate. Like any other popular area, it is filled with shops and restaurants, but these are for the more refined. There are historic homes, but also shiny new condos.

**12 South** has a great neighborhood vibe, and no one is in a hurry. Find a place to park around the intersection of 12th Avenue South and Kirkwood Avenue and start walking to explore this warm and friendly half-mile strip of shops, restaurants, and coffee shops.

**The Gulch** is a newer upscale "urban" neighborhood known for its chic hotels, high-end fashion boutiques, and trendsetting restaurants along 12 South and Demonbreun. It contains multiple high-rise apartments and condominiums. This place is really covered in great restaurants. Who can resist getting a photo taken at the giant "What Lifts You" angel wings mural painted by Kelsey Montague located at 230 11th Ave. South, the huge wings that Taylor Swift made famous when she posted her photo online. There is also a small pair of wings for a child or pet.

**Franklin** is located just south of Nashville. This beautiful historic town protects its heritage and is worth the short drive. It played a key role in the Civil War with the 1864 Battle of Franklin. Walk around the square, grab a coffee and pastry at **Merridee's Breadbasket**, or check out one of the many great local restaurants

such as **Puckett's** or **Gray's on Main**. Visit the **Carter House**, where bullet holes still mar the bricks. Hear the story of mortally wounded Tod Carter, son of the owner and part of the attacking Confederate Army, who was brought from the battlefield into his own home to die the morning after the battle. Historic **Carnton Plantation** was used as a Confederate hospital during and after the battle. Visualize how it must have looked on the morning of December 1, 1864, where the bodies of four Confederate generals killed in the battle lay on the porch. You can still see the blood-stained floors. The McGavock family, who owned Carnton at the time, donated enough land for the McGavock Confederate Cemetery, enough to bury the 2,500 Confederate soldiers killed in the battle. It is the largest, privately owned military cemetery in the United States. The shady manicured grounds beckon you to take a respectful quiet walk around those resting souls.

Rather than just drive back to Nashville, head about eight miles over to picturesque **Leiper's Fork**, a quiet little rural village. Check out the quaint shops and country cooking. With the appeal of this community, it's no wonder so many celebrities call this place home—Justin Timberlake, Chris Stapleton, Keith Urban and Nicole Kidman, and Tim McGraw and Faith Hill.

When you are ready to leave, go to the **Natchez Trace Parkway** entrance just a couple of miles away and head north. This is a beautiful drive, meandering through wooded valleys with no commercial traffic and no development, just you and nature. Within a few miles you cross the award winning 1500-foot-long Natchez Trace Parkway Bridge, a beautiful structure with a spectacular view. Continue along your route for eight miles to the end of the Natchez Trace Parkway in west Nashville.

Merely a block from the exit is the legendary **Loveless Café**. Lon and Annie Loveless started their enterprise in the early 1950s as a motel/restaurant combination. Weary travelers would eat delicious homemade biscuits and fried chicken before getting some rest. Those biscuits are still legendary, and this is a must stop place for anyone wanting a true historic Nashville food experience. Their blackberry jam should win state fair blue ribbons.

**The Hermitage**, located ten miles east of Nashville, was Andrew Jackson's 1,000+ acre estate where he lived from 1804 until his death there in 1845. It also serves as his final resting place. The Hermitage is now a historical museum with daily tours.

Andrew Jackson was an American lawyer, general, and statesman who served as the seventh president of the United States from 1829 to 1837. A major general in the War of 1812, Jackson became a national hero when he defeated the British at New Orleans. His popularity resulted in his election to both the U.S. House and Senate and ultimately the presidency for two terms.

4580 Rachel's Lane, Hermitage, TN 37076. Open Thu–Tue, 9–6. Grounds Pass: adults, \$19; youth (17–4), \$12. Mansion & Grounds: adults, \$26; seniors (62+), vets, active military, \$23; youth (5–12), \$17; child (4 & under), free. To select guided tours, see "In Their Footsteps" and "VIP Tour" at [thehermitage.com](http://thehermitage.com), where you can also purchase tickets in advance for timed entries for the Mansion and Grounds.





**Cheekwood Botanical Gardens** is located in West Nashville. While you probably don't associate coffee with Nashville, around the turn of the century Joel Cheek founded a local coffee company that was one of the few selling fresh roasted coffees. After the Maxwell House Hotel became their major customer, Cheek decided to name his company after it. Legend has it that President Theodore Roosevelt loved their coffee so much, he coined the phrase "good to the last drop." Eventually Cheek sold the company and one of his family members built an estate here from that sale that is open to the public and known as Cheekwood Botanical Gardens and Museum of Art.

1200 Forest Park Dr., Nashville, TN 37205. Open Tue-Sun, 9-5. Timed entries. Go to [cheekwood.org](http://cheekwood.org) to purchase tickets. Gardens Only [Mansion & Gardens in parentheses]: adults, \$20 (\$25); seniors [65+], \$18 (\$23); college, \$16 (\$23); youth [3-17], \$13 (\$18).

### Where to stay in your RV

Many of the resort campgrounds near the city provide a convenient and economical shuttle service to downtown, eliminating the need for expensive all-day parking. Many offer cabins, glamping tents, or rental RVs onsite if friends or family are accompanying you on your visit to Nashville. Since a top tourist stop is the legendary Tootsie's downtown on Broadway, I will use it as a reference point for distance from each campground (see *miles* in parenthesis).

**RV Resorts.** If you are looking primarily at location and

After a stroll around Leipers Fork, visitors often stop at the 1892 restaurant and order spaghetti carbonara or a Waldorf salad. ♦ The gardens and grounds at Cheekwood Botanical Gardens and Museum of Art offer a full day of entertainment.

proximity to town, the Music City Drive area in northeast Nashville has several excellent options with the Nashville KOA, Two Rivers Campground, and Nashville RV Resort and Cabins. It is twelve miles to Tootsie's from here, but the shuttle to downtown is only \$10 roundtrip and runs until 1:00 a.m. Nearby is Opry Mills (a huge shopping mall), the Grand Ole Opry, and the General Jackson Showboat.


East of Nashville on Percy Priest Lake are two luxury resorts, Elm Hill RV Resort (12 miles to Tootsie's) and Four Corners RV Resort (19 miles to Tootsie's). Both have beautiful lakefront sites. Nashville Shores (13 miles to Tootsie's) is located on Percy Priest as well and is connected to a water park.

A little farther out are the Goodlettsville KOA Journey and the Lebanon KOA Journey. Grand Ole RV Resort is also in Goodlettsville, and I asked co-owner Tommy what made them special. "We have been family run for 10 years, and if you read our reviews, that's what people say makes us special. We're not a chain. We cook breakfast and dinner and have live music just about every night."

**Corps Of Engineers Campgrounds** [recreation.gov](http://recreation.gov) Middle Tennessee is loaded with COE campgrounds. Most have large, spacious paved sites, many with 50-amp service, and all are on a lake or river. After using my lifetime senior pass to get 50 percent off, I almost feel guilty. Check out Anderson Road Campground, Cages Bend, Cedar Creek, Poole Knobs and Seven Points. When making online reservations, you will notice these COE campgrounds all have winter closing dates.

**Tennessee State Parks** [reserve.tnstateparks.com](http://reserve.tnstateparks.com) Tennessee has an incredible state park system with reservable campsites, cabins, and many with a lodge. The drive may be a little longer to downtown, but the serenity of a densely wooded site next to a babbling brook may make it worthwhile. Check out Bledsoe Creek, Cedars of Lebanon, Long Hunter, and Montgomery Bell state parks, all within an hour's drive of downtown Nashville.

### What I learned

I have lived in Nashville just about all my life, and until this Staycation, I had never really "seen" Nashville. When you live somewhere you tend to take things for granted and not pay attention. The things that fascinate visitors often barely get a nod from residents. This city has more to see than I ever imagined, and I am so glad we did this short 12-mile trip. There is much more than I can include here—so first, you need to visit Nashville to fill in all the blanks. Second, take a look at where you live now. Imagine being a visitor there. What do the visitors to your city want to see that you haven't? Take the tours, read the online descriptions of top things to see, and get going. Enjoy your own Staycation! 



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# Joel Logan Joins Tiffin Motorhomes

AS SENIOR ADVISOR FOR PEOPLE, CULTURE, AND LEADERSHIP

Text and photography by Fred Thompson

FOLLOWING A SUCCESSFUL 30-YEAR career in the modular home building industry, Joel Logan retired at 54. With partners, he had founded and operated two companies, serving at different times as their general manager, president, and chairman of the board, and led those companies into being acquired by much larger corporations. His innovation in the modular home industry led to the introduction of high-quality construction technology focused on energy-efficient houses for first-time home owners. He later joined Franklin Homes USA in Russellville as general manager where he developed a state-of-the-art "Model Home Village" to provide retailers, builders, and owners an opportunity to appreciate the quality, design, and spaciousness of modular homes.

Logan attributes a large measure of the success of the two companies he founded and managed to a management philosophy that encouraged employee participation in improving construction methods, planning, procedures, materials handling, and inter-departmental as well as inter-personal communication.

"The person doing a particular job can improve the way it is done when given the opportunity to do so," Logan said. "And, the *appreciation* of the contribution of every employee is crucial to building a company culture that has the nurturing strength of a family."

Still feeling a need to share his management philosophy and experiences, Logan was receptive to an offer from Leigh Tiffin, who was beginning his second year as president of Tiffin Motorhomes. On July 11,



2022, he joined TMH as a senior advisor for people, culture, and leadership. "As a former owner, I saw myself as a coach working a plan with people in a complex environment to produce a product," Logan said. "In addition to the seasoned management that was here when I joined the company, I am sure there are many young people at Tiffin Motorhomes who have talent that is ready to be developed," Logan said.



Logan works to find solutions within small groups that solve communication problems. This group of department heads addressed issues relating to materials handling,

“Leigh created a Mission Statement that has almost limitless facets: *Many adventures, one dream*. Embedding the five core values of the mission statement into our daily routines, planning, work habits, and mindset is in large part based on effective communication,” Logan continued. “Learning to communicate effectively improves our home life and our work life. When communication skills are learned and applied in both areas, they improve the whole person. It is an almost contagious process that will flow throughout this company.”

“The core values in the Mission Statement are foundational to developing our distinctive culture at Tiffin Motorhomes,” Logan emphasized. “We build a product that is used daily by individual customers—our owners. That is why *“customer driven”* is the first of the core values. Placing the customer at the center of every process at TMH is imperative and ensures they are at the heart of everything we do.”

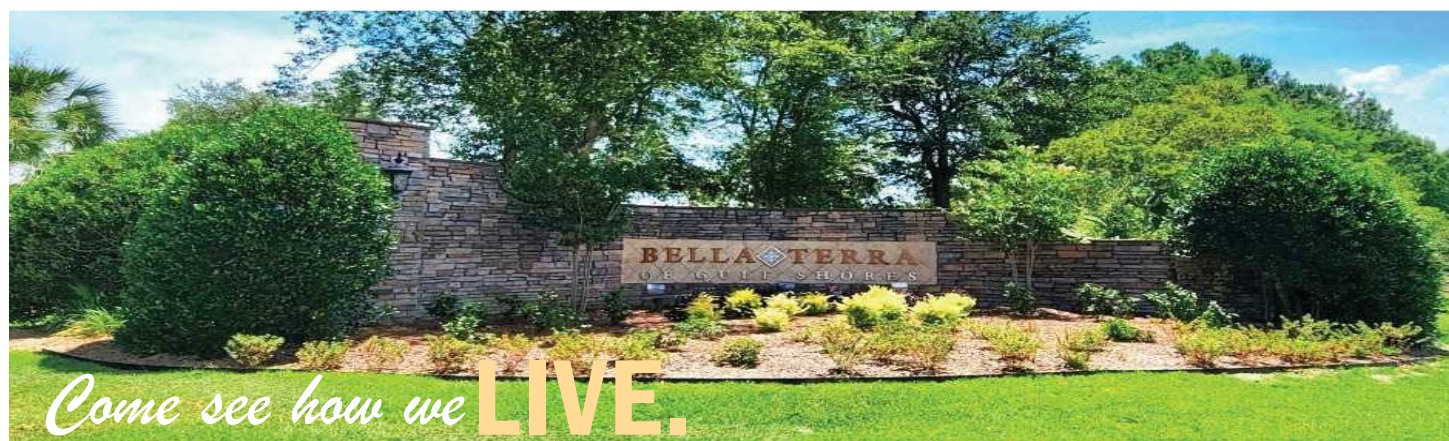
Continuing to focus on the core values, Logan noted that *“do it once and do it well”* is a critical factor in the success of the company to serve the customer. “We can communicate and remind one another that ‘my personal success in my job’ depends on my company’s success in this industry,” he said. “And my company’s success in this industry depends on how well I do my job.”

“Thirty-five years ago, I was a place kicker at Mississippi State,” Logan smiled. “To succeed, I had to be *“coachable.”* That, of course, meant I had to willingly receive advice and apply it through practice. We need both leaders and team members who desire to coach and be coached so they can improve our company and the customer experience.”

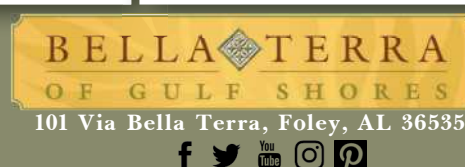
Logan explained that a large part of his position as senior advisor is teaching. “I want to help each person on our team to realize what it means to be *“work-ready,”* as Leigh put it. Each team member—a leader, a seasoned employee, or a new hire—must have a plan every single day to succeed in his or her job. It can and should be simple: a pen and a shirt-pocket notebook with a list assessing ‘what I did today, what I need to do tomorrow, and how can I do it better.’

Still wearing his coaching cap, Logan said, “I want to do a good job of communicating to every team member that *‘there’s always a solution.’* This may be the most important part of our culture. We have to *believe* there is always a solution to our problems if we are willing to find it. Problem-solving falls back and gathers the facts, reestablishes the baselines, and asks the question: how do our core values bear on this problem?”

Continuing to talk as a coach: “To solve a problem, it may be



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necessary to call a quick huddle right on the job! The purpose may be to create a team rhythm and get everybody in sync. Good communication—in a huddle or a planned meeting—should focus on a solution, never leaving the team ‘wondering what’s next.’”

Logan acknowledged that problem-solving often comes down to give and take—“sometimes it’s my feelings and sometimes it’s yours,” but without taking offense. Balance and encouragement must be a part of every problem-solving session. “We need to celebrate and recognize the ‘good things’ team members do just

because they want to do a good job and be a contributor. Fellow employees and supervisors should be looking for opportunities to give ‘atta-boys’ and thank-you’s on post-it notes. On monthly occasions for recognition, we pass out team gear, and other appreciations.”

Positive outcomes where learned communications skills are being applied will be easy to recognize, he says, such as understanding each other’s jobs, side-by-side training with an experienced employee and a new hire, and vertical training from a supervisor to an employee.

Other positive results include analyzing the structure and method of interdepartmental communication for clarity and completeness. “We tend to use shortcuts in terminology and phrasing that may be confusing to new personnel, or a recipient who does not fully understand your job,” Logan said. “The communicator should always ask himself, ‘Could the way I worded this be misinterpreted?’ ”

“In the short time I have been on the Tiffin management team, I have observed an evolving management culture that will have a positive outcome for the company,” Logan said. “Leigh is communicating from his position as president directly with every employee in company-wide meetings held at Red Bay, Belmont, Winfield, and Burnsville every four to six weeks. Employees submit questions and he answers four to five during each meeting, as well as reviewing the core values.”

Employees were asked to complete a two-page survey requesting their views on how the company can better serve its team. The surveys are currently being assessed for ranking the categories of suggestions and requests.

Asked to define the Tiffin culture today, Logan said, “There is a caring, committed culture from top management down, especially to the new members of the team who are learning what it means to work here. The people here are really concerned about each other.”

Joel Logan was born in Florence, Alabama, and spent his first three years in Red Bay. He grew up in Hamilton where he played high school football. On a scholarship as place kicker, he attended and graduated from Mississippi State University with a degree in business administration. Joel is married to Lori, a Tupelo native whom he met at Mississippi State. Lori taught school soon after they married, but transitioned to “being the world’s best mom and homemaker” when the children arrived. Their son, Blake, and his wife, Elli, have two daughters, Ann Harbin and Margaret Blake. Their daughter, Halie, is married to Jason Ashcraft. Halie and Jason are expecting a boy, Tucker, in December. Both Blake and Jason played baseball in college—Blake at Auburn and Jason at Shelton State.

Joel and Lori love to travel, preferring the mountains and winter trips out West for skiing. They both enjoy fishing, especially trout fishing on the White River in Arkansas. Joel keeps fit with regular exercise and hunting trips. A deer hunting trip to north Missouri is planned for this fall. The Logans make their home on several acres out in the country from Tuscumbia. **RIS**



IMAGES COURTESY OF JOEL LOGAN



An active family life is very important to the Logan family. Celebrating Halie, their daughter, at her rehearsal dinner, from left, Blake Logan and wife Elli holding Ann, Jason Ashcroft, Halie, Lori and Joel Logan. ♦ Joel and Lori take time for a special night out. ♦ Blake and Elli’s daughters, Ann Harbin and Margaret Blake.



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# *Surprising Spokane*

## A RIVER ROMPS THROUGH IT

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COURTESY VISIT SPOKANE

Text and photography  
by Suzanne Clemenz

**T**HE SPOKANE RIVER flows quietly, dances, and roars its way through Washington state's second-largest city, Spokane. Coursing west through the state's north-eastern Columbia Plateau, the river plunges over frothy waterfalls and glistening cascades, even in the very heart of Spokane. From its 111-mile origin at Lake Coeur d'Alene, Idaho's watershed, to its rendezvous with the Columbia River, it slows in some places to accommodate kayaks, canoes, and rafts. The Spokane River created Spokane's initial meteoric growth, and much of its subsequent deterioration. Many decades later, it was the cornerstone of an audacious plan for Spokane's monumental rebirth. We will investigate Spokane's copious attractions in detail, but first, the city's boom-bust-boom history is an enlightening tale.

### Spokane As a Seedling

Some 10,000 years ago the Spokan (original spelling) Indian tribes of northeastern Washington and northern Idaho arrived in the areas around the Spokane, Little Spokane, and Columbia Rivers. The rivers, mountains, and plains were bountiful with edible roots, nuts, and berries, as well as materials for creating implements and shelters. The tribes hunted deer, elk, and other wildlife, utilizing every part for food, tools, and clothing. Winter homes were semi-subterranean, and tipis of woven mats or hides were also used. Their seasonal migration routes optimized food sources of the land and waters. The rivers' salmon were huge and plentiful, providing 65 percent of the Spokan Indian's protein. Salmon were part of the tribes' cultural, trade, and spiritual identities. Steelhead trout, sturgeon, and





other fish species provided variety, but it was salmon, smoked or dried, that they traded with tribes as far away as Montana.

There are still three bands of Spokane Indians, all speaking a dialect of the Montana Salish language. The North, Middle, and South bands' major center for trade and fishing was Spokane Falls—today's Lower Falls by the brick Washington Water Power building. The tribes' diet brought about one particularly beautiful invention—the sturgeon-nosed canoe, which is clad with inner pine bark. One is exhibited at the Northwest Museum of Arts and Culture in western Spokane, along with a river-going dugout canoe with a flat deck. The sturgeon-nosed canoes were suited for hunting along marshy edges of waterways and also maintained a straight course when paddling in strong winds. The making of sturgeon-nosed canoes is increasing now that Salish peoples are actively reviving their cultural heritage. (Only one other culture, in the Amur Valley on the Chinese/Russian border, made sturgeon-nosed canoes.) The Spokane's tribal headquarters is Wellpinit, Washing-

ton, 44 miles from Spokane. [nwcouncil.org/reports/columbia-river-history/spokaneriver](http://nwcouncil.org/reports/columbia-river-history/spokaneriver) You can listen to online Salish language lessons with their subtle, lovely sounds not used in English. [soundcloud.com/user-370017371/sets](https://soundcloud.com/user-370017371/sets)

Canadian and U.S. fur trappers were the first Euro-Americans in northeastern Washington. The Spokane House Trading Post where the Little Spokane and Spokane Rivers meet is now within Riverside State Park. In 1871 settlers J.J. Downing and S.R. Scranton filed a claim at Spokane Falls, now called Lower Falls near the Monroe Street Bridge. In 1873 investors from Oregon, James Glover and Jasper Matheney, paid \$4,000 to Scranton and Downing for their sawmill and 160 acres. The Oregonians knew that the Northern Pacific Railroad (RR) would soon build a route near Spokane Falls (Spokane's original name.) Matheney sold out to Glover, who became Spokane's first mayor and founding father. Soon the Northern Pacific RR reached Spokane. The Union Pacific RR, the Chicago, Milwaukee, St. Paul & Pacific RR, and others followed.

The Salish tribes' sturgeon-nosed canoes are awe-inspiring in their beauty and workmanship. The design is perfect for plying marshes and rivers. ♦ June 2017 was the first time since the damming of the Columbia River that five Inland Salish tribes paddled the upper Columbia River in newly built canoes, similar to the deep, flat-decked, white pine dugouts of their ancestors.

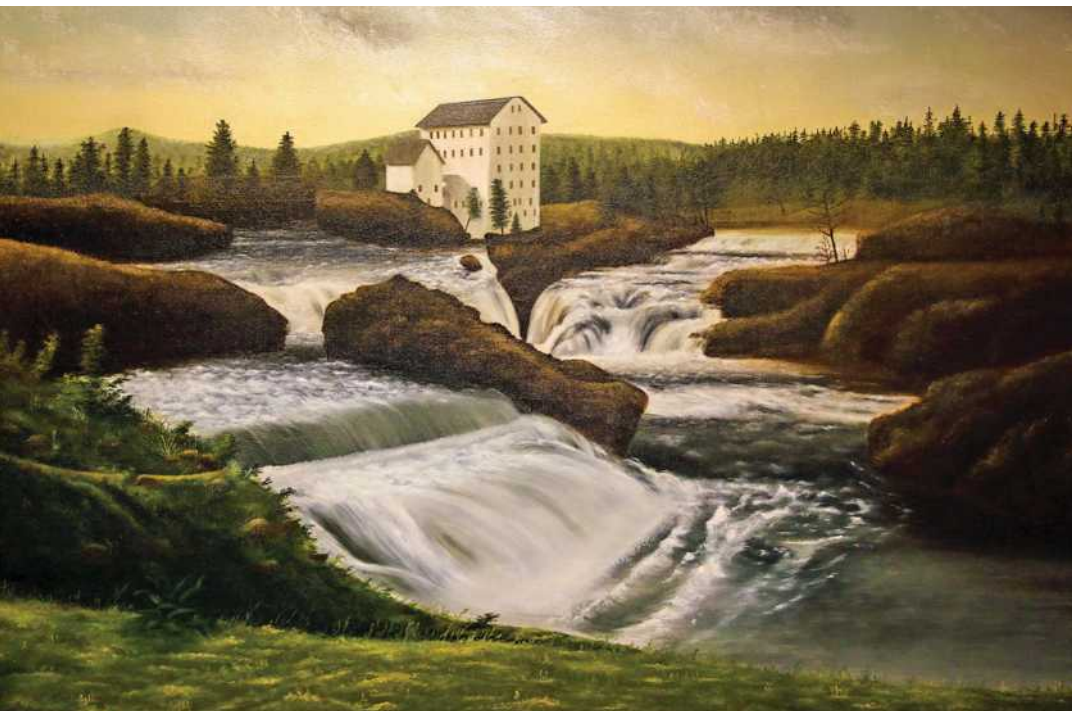
Spokane Falls sprang to life. Arriving passengers filed claims for 160 acres of land offered free under the Homestead Act. Ownership required building a home and improving the land for five years. Wheat fields soon blanketed nearby plains. The town became the commercial center and major rail hub of the Inland Northwest/Empire, which included eastern Washington to western Montana, and northeastern Oregon.

Spokane Falls was no typical one-street frontier town. Its boomtown economy created blocks of multi-story buildings. Processing and support facilities for minerals, timber, and agriculture required new houses, household goods, utilities, drayage, supply stores, schools, health care, entertainment, and churches for the population. Products were sold to U.S. and foreign markets. There was even a Spokane Stock Exchange from 1897 to 1991. Regional moguls built beautiful mansions in Spokane Falls and funded cultural amenities and causes. Then, in 1883, Eureka! Gold was found in Coeur d'Alene, just 33 miles east. Spokane Falls became the supply and shipping hub for a series of rushes for gold, silver, lead, and copper.

Concurrent with gold's discovery, the completion of the Northern Pacific Railroad made Spokane Falls a transcontinental railroad town. In 1886 Spokane Falls harnessed the River's waterfalls for steam heating and electricity. The steam power plant's original twin 225-foot stacks are visible today on 2nd Avenue. Spokane had electric streetlights before Seattle and San Francisco.

Disaster struck Spokane Falls on August 4, 1889. At the summer's peak, a fire ignited downtown. In a blink the entire 32-block commercial district was leveled. The neighborhoods were spared, so





The *Echo Mill* (ca. 1887), a painting by Mrs. George Libby, Northwest Museum of Art and Culture. Spokane had four flour mills in the late 1800s. Washington now ranks 4th in U.S. wheat production. ♦ Leading the restoration of the business district after the disastrous 1889 fire, the handsome Spokesman-Review Newspaper Building soaring 146 feet, anchored the rebuilding program and spurred the town's development.

the next day businessmen put up tents. Fortunately, 60 percent of the buildings had fire insurance. Prominent architects were brought to town to design the new, fire-resistant buildings of stone and brick that still grace Spokane with noteworthy structures. Architectural styles vary: Romanesque Revival, Classical Revival, Modern, Gothic Revival, and Art Deco. Nota-

ble architects included Kirtland Cutter (The Historic Davenport Hotel on South Post Street). Cutter and his partner, Karl G. Malgren, designed over 100 projects, including the Monroe Street Bridge, the Spokane Club, and the Washington Water Power plant. Other noteworthy architects were W.J. Carpenter (The Miller Building–Davenport Lusso Hotel,) Herman Preusse (Peyton Building on West Sprague,) and Chauncey Seaton (the iconic Spokesman-Review Building). These men's works set high standards for the post-fire city. In 1891 the city's name was changed from Spokane Falls to Spokane. Spokane Valley, half Spokane's size, is 10 miles east.

Within three years the rebuilt Spokane was back to adding infrastructure and expanding commerce. It now served four transcontinental railroads. This momentum slowed about 1905 when railroad companies' new pricing structures made it cheaper to ship Spokane-bound goods from eastern states, directly to Seattle and then back to Spokane. Spokane sued the railroads, and won after the Hepburn Act passed requiring shipping rates to be federally approved. But many businesses hadn't survived. Regional mines that Spokane supported became less productive, although agriculture and the timber industry were still doing well.

Imagine the Spokane Indians during the whirlwind years from 1880 to 1900. The Spokane River's waterfalls had been their spiritual center and lifeblood for millennia. To the settlers it was the source of economic growth. By 1900 the river's thrilling beauty was replaced by ramparts of bridges, raised railroad trestles, tangled tracks, depots, smoke stacks, and warehouses. Noise, clutter, smoke, and traffic congestion from constant in-town trains polluted the air and the river. Spokane had many cultural amenities, but urban decay had begun. The Indians' values were brushed aside. They were relocated to reservations in 1887. At least in the early 20th century, salmon, the tribe's mainstay, was still abundant. Successive dams on the Columbia River eventually terminated salmon, although there are now reintroduction projects by the Spokane Indians.





Spokane gradually added manufacturing to its resources-extraction economy. Planing mills began producing window sashes, blinds, and similar products. The processing and distributing of dairy and orchard products began. The population grew from 37,000 in 1900, to 150,000 by 1917. But national corporations, aware of Spokane's growth, gained control of many regional mines, sidetracking Spokane's profits and discouraging new investors. The population declined 30 percent by 1920, then grew imperceptibly for over 25 years.

### Spokane's Hail-Mary Passage

World War II created an uptick for mining products and lumber, as well as for recently found tungsten and zinc/lead. Spokane began processing and rolling aluminum. The city encouraged medical, health services, pharmaceutical, business, and engineering majors at Gonzaga University, Whitworth University, and Spokane Community College, and later added tech-related majors. Classes of graduates in hot new fields eventually supported economic diversification, with start-ups in high-tech, biotech, and service-oriented businesses.

In 1959 a group called Spokane Unlimited had been formed by downtown businessmen eager to attract more commerce. A New York consulting company was hired. It proposed a 5-year plan for removing trestles and reclaiming the river's beauty, financed by federal urban renewal funds, general obligation bonds, and gas-tax increases. Voters rejected the bonds and new taxes.

By 1970 Spokane was teetering between its stagnant economy and glimmers of the dawning computer age. Working against this was the transportation bottleneck. The trains approached the Spokane River's 100-acre Havermale Island railyards on a two-story-high screeching steel trestle nicknamed "The Great Wall." The river's songs and dances could not be heard or seen. Having recently scraped through recessions and oil embargos, reversing Spokane's urban decay seemed overwhelming.



Liking the New York consultants' goals but not the financing, Spokane Unlimited in 1963 hired a California man with proven experience in urban renewal in Sacramento and San Leandro—King Cole. Cole realized that citizens didn't want moneyed interests dictating their future. He formed a citizens' advisory group, the Association for a Better Community (ABC.) One objective was to convince the railroads that owned Havermale Island to *donate* the island to the city. He proposed the idea individually to the railroad owners. While they cogitated, Cole sought input from far and wide. ABC also pursued another consultant's proposal to hold a really big fund-raising celebration to attract big funding—perhaps an international exhibition. King Cole had been talking with Joe Gandy who had headed Seattle's 1962 World's Fair. Gandy listened, discussed, and ultimately said, "Why not?" Spokaneians were skeptical, but the Bureau of International Expositions (IBE) in Paris leapt on board with the timely idea of an environmental theme for the fair. Spunky Spokane became the smallest city globally to host a World's Fair. Federal and state funds flowed. That prompted generous pledges from big Spokane businesses as well as a temporary business tax. Spokane's renaissance had begun.

Unexpectedly, the four railroad companies did indeed donate Havermale Island

The Northern Pacific Clock Tower was built in 1902 and is still hand-wound weekly by its caretaker. It is on Havermale Island near the U.S. Pavilion.

to the city. The Great Wall—and much more—came tumbling down. Downtown rail tracks were moved and raised attractively between 1st and 2nd avenues. The demolition rubble became landfill for the World Fair site. It was a monstrous job for little Spokane, and took literally every minute of the three-year deadline after IBE approval to prepare for the 1974 World's Fair opening. ABC members planted thousands of flowers all night before the opening day's festivities, but David had slain the giant again!

The national press wrote some cynical views about the IBE's choice of Spokane for a World's Fair. The cynicism backfired. Americans, loving the underdog, became supportive. President Nixon agreed to open the fair (his last public appearance before he resigned.) Bob Hope, whose buddy Bing Crosby was raised in Spokane, did promo TV commercials for the Fair. The Los Angeles Philharmonic under Zubin Mehta's baton agreed to open the fair, and other major city symphony orchestras followed suit, including, of course, the Spokane Symphony.

The entertainment lineup at the Washington State Pavilion's Spokane Opera



Three shining Riverfront Park landmarks--the U.S. Pavilion, the Historic Clock Tower, and the Looft Carrousel, lure visitors to the park after sundown.

House was international. Stars included Victor Borge; the London Ballet; Itzhak

Perlman; folk dancers from Russia, Japan, and Senegal; Chinese acrobats; and Sir Michael Redgrave and Dame Peggy Ashcroft of the Royal Shakespeare Theatre. Ella Fitzgerald, Liberace, The Carpenters, Merle Haggard, and Van Cliburn were wildly popular, as were Harry Belafonte, Gordon

Lightfoot, and John Denver. There was a Folklife Festival, presentations about the environment, and dozens of exhibits from big American corporations. The Native Americans' Earth exhibit, in which the organizing Spokane Indians included nods to tribes as far away as the Aztecs, was highly popular. The Associated Press, now onboard, deemed the fair "world class."

A total of 5.2 million people attended the fair. Immediate revenues were almost at break-even. Pledges called in from local donors more than covered the shortfall. The money spent to clean up and update downtown with trees and flowers, the long-term financial effects from restoring the riverbanks and creating breathtaking Riverfront Park, and the city's promotion of its educational, cultural, and sports amenities during the fair were wildly effective.

The International Exhibition Bureau's requirements after the fair's closing included the removal of many temporary structures and the creation of a park. Spokane citizens elected to save the U.S. Pavilion's huge, tilted canopy. The Wash-



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People love climbing ramps to the 40-foot tall Elevated Experience in the 15-story high U.S. Pavilion. A 50-foot-wide ring on top anchors Pavilion cables. ♦ Rotary Fountain at Riverfront Park is a splashpad with constantly changing water patterns. Everyone from infants to seniors enjoys it.

World's Fair, the U.S. Pavilion's 15-story high tilted-cone canopy originally had a heavy sheet of vinyl covering the 1.5-acre floor. With the tattered vinyl removed, the result is an exposed web of cables with 570 LED light blades creating exciting moving patterns and color combinations. The canopy has shade sails over the stage, and there's an amphitheater with grassy terraces. Sunbathers, picnickers, roller-skaters, concert- and movie-goers flock to the pavilion for the irresistible after-dark light show. West Spokane Falls Boulevard defines the south edge of the park, so downtown is just across the street.

I planned to spend my first half-day at **Riverfront Park**. After a busy six hours experiencing and photographing the park, I hadn't yet visited its east-side features. Forty-eight years after the Fair, the landscaping has matured, softening all the vistas. Fall colors here are spectacular. Nine footbridges span the river, so crossing to north-bank features is easy. Two car bridges also cross the river. You can briskly walk Riverfront Park's length in a half-hour, but why hurry? Surprises abound, it's green and relaxing, and river-watching is addictive. Be sure to view the broad, very scenic **Lower Falls**, with its green-hued water, from the **Monroe Street bridge** or **Huntington Park**.

I first entered the park at the Rotary Riverfront Fountain's splash pad. Children cavorted, never knowing whether the sunlit waters would be ejected from the top, bottom, sides, or a combination. The Visitor Center, just west of the splash pad, provides maps, brochures, and the magazine Official Spokane Visitor Guide which answers many questions about what, where, and when. Pedestrians save time zipping around the city on battery-powered scooters, rentable whenever one is not in use. The rental app is on the scooter. You can also pick them up downtown.

ington State Pavilion became today's Interstate Bank Center for the Arts and the elegant Spokane Convention Center. Spokane is actively working on homelessness and other issues that beset cities everywhere. Nearly 50 years after the 1974 World Fair's, Spokane, the Kan-do city, is still blossoming.

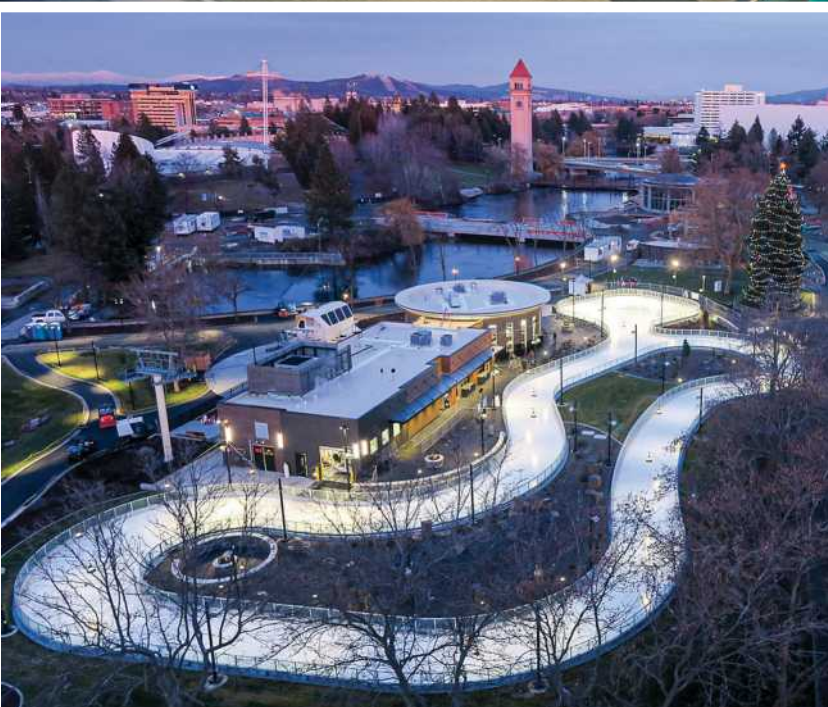
The inspiring, sometimes humorous story of the fair's genesis was recounted in a documentary 30 years later by Spokane's PBS affiliate. It's a behind-the-scenes retrospective with members of the planning committee revealing the nuts, bolts, and camaraderie of the miracle on the Spokane River. [youtube.com/watch?v=Lt-y7nuqUks](https://www.youtube.com/watch?v=Lt-y7nuqUks)

A shorter written synopsis catches the spirit, too. [historylink.org/File/10791](https://historylink.org/File/10791) Spokane's then Mayor, David H. Rogers, said after the fair, "... we gave a great big party and the rest of the world came and paid the bill."

### Irresistible Riverfront Park

That same beguiling river that spurred Spokane's leaders to lobby all-out for a World's Fair remains the city's touchstone, enthralling visitors of all ages. Riverfront Park stays relevant because its managers regularly rethink existing features and add imaginative new ones. For example, the most visible remnant of the





Kids at Mobius Discovery Center are challenged to put hoops on a rod, lower the rod to a spinning disk, and make the hoops roll on edge. ♦ Slight inclines and declines make the 650-foot long Numerica Skate Ribbon fun for summer roller skating and winter ice skating. ♦ The Monroe Street Bridge, built 1911, rebuilt 2003-2005, provides views of Spokane River's Lower Falls and riders in the Numerica Sky-ride gondolas.

My next stop at the Riverfront Park was the inventive children's Mobius Discovery Center, where hands-on experiments in biology, earth and space science, chemistry, technology, and engineering had the kids' rapt attention. Next door in City Hall was the Chase Art Gallery in a dim, small basement room. They host six exhibits annually of local rising stars. Spokane's once flourishing art scene was hit hard by the pandemic. After Chase Gallery, I walked around the 650-foot Numerica Skate Ribbon, empty of roller-skaters in the mid-day heat, but a thrill for ice-skaters during winter. Inside the skate-rental/snack bar building, I bought a ticket for the Numerica SkyRide gondola that glides across the boisterous Lower Falls. The 20-minute ride (\$7.75 adults, \$5.75 kids 2-12, with AAA and other discounts) was a gradual 200-foot descent to viewing at eye level the churning mists from the tumultuous falls. With a window open, I experienced the mists, often drying my camera lens. Very exciting!

For landlubbers, Huntington Park, below Mobius Discovery Center, is at the Lower Falls' south edge, where broad stairs offer another in-your-face opportunity. The falls expose more of their underlying geology late June through fall. Needing a break after the gondola ride, I enjoyed the bright flavors of the Yardbird wrap at the Cosmic Cowboy Café next to Nordstroms, which is in the three-story River Park Square Mall across the street.

Heading back toward the splash pad, visitors laughingly fed George, the sculpted metal, vacuum-operated, Garbage-eating Goat. Nearby was a little red wagon sculpture the size of a small garage. Music in the air revealed the adjacent antique Loeff Carousell filled with happy people on painted horses and other hand-carved animals.

Just east beyond the carousel is the very dramatic First Interstate Center for the Arts/Spokane Convention Center, gleaming white beside the tranquil green waters across from Havermale Island. The stately old Northern Pacific Clock Tower, the only remnant of the old railyards, reflects in the water. People dotted the lawns, relaxing in the verdant scene.

At the carousel's north side, a footbridge leads to Havermale Island and my first close encounter with the tilted cone of the World Fair's U.S. Pavilion. I approached the curved west-side's two-story ticket booths and administrative offices and walked around north to the pavilion opening. Under the canopy's 1.5-acre circle, the scene was alive with people roller skating, sunbathing, and ascending the Elevated Experience—twin ramps leading to a 45-foot observation deck above the pavilion's main floor. From observation deck after dark, the canopy's light show evolves all around you.

Completed in 2019 following a two-year renovation, the de-

COURTESY VISIT SPOKANE





Huntington Park, lower right, has picnic tables and stairs for viewing the Lower Falls. Across the Spokane River people are enjoying another vantage point. ♦ A Swiss Booted Goat has sneaked in with the 54 horses and other animals on the 1909 Historic Looft carousel at Riverfront Park. ♦ Friends enjoy the peaceful cove across from Loof Carousel. The First Interstate Center for the Arts is left of this scene, and downtown is behind the Rotary fountain.



sign, featuring a community gathering and entertainment space, won national awards. Spokanians love it. Outdoor movies, entertainers, and events are held frequently during warmer weather. Visitors continue to enjoy the dazzling, giddy canopy in the evening hours. There are great evening photo opps of the pavillion from the adjacent footbridge with its lights coloring the river's cascades. [dbia.org/project/riverfront-park-u-s-pavillion](http://dbia.org/project/riverfront-park-u-s-pavillion)

Although I headed out to other Spokane attractions for the next few days, I returned to Riverfront Park to investigate the northeast section. It is across the truss-style Howard Street Promenade Bridge—a fun place in itself. The newest wrinkle at Riverfront Park is the Ice Age Floods Playground, unlike any playground I have ever seen. A climbing apparatus includes a woolly mammoth head with tusks, a logjam, and a climbing wall that looks like geologic layers; a three-story high slide has three long, twisting tubular arms; and the splash pad has a climbing “cliff” on one side, plus a free-standing overhanging cliff with hand- and foot-holds built into it. There’s more! A colorful 10,000-square-foot basketball court with six baskets lets people shoot and practice for Hoopfest. An up-to-date 8,500-square-foot Wheels Park welcomes skateboarders, skaters, and even scooters. At the Ice Age Floods Playground, even the swings are different. The playground covers 40,000 square feet, and many of the features have soft “flooring” to reduce any bumps and bruises. Your kids or grandkids will balk when it’s time to leave.





## Edifying Historic Edifices

When a city has an historic walking tour in its downtown core, I do the tour soon after my arrival to grasp and understand the spatial relationships of important downtown buildings and features, including any one-way traffic patterns. While this area is very accessible in your tow car, motor-homes downtown are not recommended.

Spokane has a Downtown Heritage Walk divided into three sections: west, center, and east. The maps have great information, but with some incongruities and omissions. [historicspokane.org/heritage-tours/downtown/history](http://historicspokane.org/heritage-tours/downtown/history) Some architectural features, like the block-long wall of sculpted pioneer portraits across Monroe Street from the **Spokesman-Review Building**, and the beautiful original **Masonic Lodge** at 12108 West Riverside Ave., with its 18 beautiful Neo-Classical Revival columns, aren't on any map.

My “don't-miss list” includes the palatial **Historic Davenport Hotel** on Post, where they provide an interior map of their public spaces. Do it—it is grand! Visit **The Fox Theater**, with its understated exterior and breath-taking Art Deco interior. Consider attending a performance there. At **Steam Plant Square**, go inside the 1916 original steam generating plant and look up inside the 225-foot stacks and walk the metal walkways surrounding the restaurant (Steam Plant Restaurant and Bistro, see page 76). Some of Spokane's high-rises are on the Heritage Walk. Spokane has 11 buildings that are 15 to 20 stories high. The 16-story, double-towered 1910 **U.S. Bank Building**, clad in semi-enamel and white terra cotta, is the city's oldest high-rise. Spokane is filled with architectural treasures.

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Spokane's newspaper honors important pioneers with life-like sculpted portraits on Monroe Street across from the turreted **Spokesman-Review Building**. ♦ Louis Davenport owned a highly successful restaurant here, then hired architect Kirtland Cutter to replace it with the palatial **Historic Davenport Hotel-Autograph**. ♦ The **Palm Court Grill** welcomes you at the **Historic Davenport Hotel-Autograph**. The plaster overhead beams were restored with toothbrushes and Simple Green in 2000.





## A Fabulous Fox

My favorite heritage building in Spokane is the restored Fox Theater, 1001 Sprague Avenue. Its architect, Robert Reamer, designed Yellowstone National Park's Old Faithful Inn. The Fox opened in 1930, equipped both for silent movies and the talkies. Luminaries who performed here decades ago include Marian Anderson, Bing Crosby, Vladimir Horowitz, Padrewski, Lily Pons, and Frank Sinatra. These days the Fox's Martin Woldson Theater is home to the Spokane Symphony and a full roster of live entertainers from Weird Al Yankovich to the Nitty Gritty Dirt Band. The Phoenix-bird story of this Fox Theater mirrors that of Spokane itself. Enjoy the dramatic PBS documentary about the Fox. [video.kspq.com/video/kspq-documentaries-spokanes-21st-century-fox](https://www.kspq.com/video/kspq-documentaries-spokanes-21st-century-fox) Then visit Spokane and attend whatever is playing in that glorious auditorium.

## Museum Marvels

The Northwest Museum of Arts & Culture (MAC) hosted *Dreamworks Animation: The Exhibition—Journey from Sketch to Screen* from April through mid-September 2022. You probably know Dreamworks movies—*Shrek*, *Madagascar*, *Kung Fu Panda*, *How to Train Your Dragon*, etc. The exhibit required four spacious halls plus a room where visitors tried the same animation app that Dreamworks uses. Spokane was the first



U.S. city to host this enlightening exhibit. The exhibit will move to Brazil in 2023.

The quality and magnitude of the Dreamworks exhibit prompts high expectations for the September 2022 through mid-April 2023 *Dancing with Life: Mexican Masks Exhibit*, and the October through December 2022 *American Impressionism: Treasures from the Daywood Collection*. [northwestmuseum.org/exhibitions/upcoming-exhibitions](https://northwestmuseum.org/exhibitions/upcoming-exhibitions)

The MAC has five underground galleries, a store, snacks and drinks, an education center, and the Center for Plateau Cultural Studies. I visited two smaller

exhibits there—one with displays of how muslin flour sacks were used in the early 1900s, and one on the canoes used by the Spokane and other Salish-speaking Indi-

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The Fox's magnificent theater has an architectural significance that transcends change. Google: KSPQ documentary, Spokane's Fox Theater. ♦ MAC's exhibit on flour sacks includes an embroidered tablecloth, a crocheted and embroidered wedding gown, and an appliqued quilt. ♦ Allow an hour to tour the lavish, fully furnished 1898 Campbell Home and Carriage House, owned by Northwest Museum of Arts & Culture.







ans. Next door to the MAC is the 1898 Campbell House, a furnished masterpiece of elegant living from the early 1900s, reflecting the lifestyle of one of Spokane's wealthy mining magnates, Amasa Campbell. You can tour with or without a docent. There's a living room, parlor, grand dining room, sunroom, butler's pantry, a kitchen with a huge cookstove, plus upstairs bedrooms and bath. Admission fees include the MAC, the Campbell House, and its Carriage House: \$20, adults; \$18, college students; \$15, children 6-17. Tue-Sun, 10-5; third Thu, 10-8.

At Gonzaga University, the Bing Crosby Museum and the St. Aloysius Church are accessible from the parking lot of the school's College Hall Office of Admissions. The Bing Crosby Mu-



The Campbells received guests in this gracious living room. Daughter Helen's wedding gown is displayed at left. ♦ The Campbell's Carriage House displays this 1914 Rauch & Lang electric car and the coachman's living quarters. U.S. electric cars were built from about 1898 to 1910.

seum is the crooner's boyhood home. Admission is free. St. Aloysius Church's steeples can be seen from downtown. The front doors are usually open for visitors to view the lovely interior. The Jundt Art Center and Museum is in Gonzaga's southwest section, exhibiting excellent works by famous European artists and by well-known and regional American artists. Spokane's other art galleries are listed at [visitspokane.com/art-galleries-in-spokane](http://visitspokane.com/art-galleries-in-spokane).

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## Spokane Sliced Your Way

Spokane, “The Lilac City,” has a vigorous downtown. The biggest shopping mall in town, River Park Square, fronts Riverfront Park on West Spokane Falls Boulevard. The mall has Nordstrom, Chico’s, 12 other clothing and outdoor-wear stores, Apple and AT&T stores, and 13 places to snack, eat, dine, or sip a cool one. AMC Theaters here show 72 movies on 20 screens in a week—with convenient in-building parking.

*Hungry?* Four quick picks: Downtown’s impressive **Wild Sage American Bistro** and the much-loved **Luna Restaurant** up south of Manito Park are great fine-dining choices. I also loved the unique **Steam Plant Restaurant & Bistro** for a diverse, flavorsome, moderately-priced menu inside the historic steam plant’s bizarre workings. For casual eats, every Spokaneian I asked about dining recommendations smiled and said **Frank’s Diner** is a must. Great menus, delicious, and generous portions. I dined there twice inside the authentic old train dining cars. Loved it! *Food & Wine Magazine* commented, “Spokane is the



## Where to Roost Your Rig

There are five RV campgrounds in the Spokane area: two state parks and three privately owned, commercial campgrounds.

Washington state’s **Riverside State Park** straddles a deep 10-mile channel of the Spokane River as it exits the city, taking you to Lake Spokane and beyond. [washingtontateparks.civicplus.com/573/Riverside](http://washingtontateparks.civicplus.com/573/Riverside)

There are two RV campgrounds in Riverside State Park. The park has 55 miles of trails including areas for horses and mountain bikes. Its paved Centennial Trail connects to Post Falls, Idaho, and is enjoyed by bicyclists and hikers. Experienced paddlers in canoes, kayaks, and rafts (*no inner tubes*) can launch from the Little Spokane River on Riverside Park’s east side or at Plese Flats on the Spokane River. Because of Class III rapids, get current information from the Ranger Station. Picnicking, birding, fishing, relaxing, and photography opportunities abound. Swimming is only at Lake Spokane. There’s an ORV area, including an area for beginners, south of 7-Mile Road on the west side. Adjacent to the park at the south end, you’ll find a private disk golf course on the river alongside one of Spokane’s ten golf courses.

best restaurant scene you’re overlooking.” [visitspokane.com/food-drink/restaurants/](http://visitspokane.com/food-drink/restaurants/) See also for [food-drink/beer-and-breweries](http://visitspokane.com/food-drink/beer-and-breweries/) and [things-to-do/nightlife](http://visitspokane.com/things-to-do/nightlife)

*Nightlife in Spokane?* Northside’s **Spokane Arena** and almost nightly bands at **Northern Quest Resort & Casino** west of town are among other cool spots.

*Love to laugh?* Big-name and local comedians appear at the **Spokane Comedy Club** and the **Blue Door Theater**.

*Live entertainment?* Spokane boasts many performing arts venues: the huge **First Interstate Center for the Arts** attracts top names and events; the **Art Deco Fox Theater** is home to the Spokane Symphony; the **Bing Crosby Theater** is diverse, anything from a ukulele impresario to top music makers, comedians, and author talks. The cozy **Stage Left Theater** offers live plays.

*Sports?* The **Spokane Arena** hosts the Chiefs’ ice hockey games, Indoor Football League games, concerts, and star performers.

*Gardens?* Manito Park’s extensive gardens, the **Finch Arboretum**, the **Moore-Turner Heritage Gardens**, and the **Gaiser Conservatory** are particularly colorful in autumn and spring.

*Love festivals?* **Hoopfest** in late June is the largest 3X3 outdoor basketball tournament worldwide. Six thousand teams of all ages and abilities, including wheelchair athletes and Special Olympians, play on 450 courts scattered across 45 city blocks. [spokanehoopfest.net](http://spokanehoopfest.net) **Bloomsday** in mid-May is an urban footrace that precedes Spokane’s Lilac Festival. First held in 1977, participants number 40,000 to 60,000. If you can run, move, or push someone, participate or attend. [bloomsdayrun.org](http://bloomsdayrun.org) The Lilac Festival itself takes place when Manito Park’s Lilac Garden is in bloom. [visitspokane.com/events/spring-events/lilac-festival](http://visitspokane.com/events/spring-events/lilac-festival)

The Bowl and Pitcher area and campground is very scenic, with dramatic house-size boulders lining the river. [nps.gov/places/bowl-and-pitcher-riverside-state-park](http://nps.gov/places/bowl-and-pitcher-riverside-state-park) A swinging bridge takes you to trails across the rambunctious Spokane River. The 1941 Civilian Conservation Corps bridge was rebuilt in the 1990s. Spokane River Rafting specializes in guided whitewater trips for families (May and June) or scenic rafting (July–September) from Spokane through the Bowl and Pitcher area. [spokaneriverraft.com/contact](http://spokaneriverraft.com/contact)

**Bowl and Pitcher Campground**, Spokane 99026. 32 sites, 16 by the river with partial or full hookups. Sites up to 45 feet. Preview the sites at [youtube.com/watch?v=xl76tyEtItI](http://youtube.com/watch?v=xl76tyEtItI) Facilities include restrooms, showers, a dump station, cabins, fishing, and picnicking. Use the Swinging Bridge to cross the Spokane River and access the Centennial Trail and river overlook trails. \$30 to \$45 per night. Reservations: (888) 226-7688, or online (not easy to navigate). [parks.wa.gov/223/reservations](http://parks.wa.gov/223/reservations)

**Nine Mile Recreation Area Campground**. Lake Spokane, Tumtum, Washington, about ten miles north of Bowl and Pitcher campground. [youtube.com/watch?v=qtXQXTmE11E](http://youtube.com/watch?v=qtXQXTmE11E) Grassy, open, lakeside campground. Showers, restrooms, boating, swimming,



fishing, an ORV area, an equestrian area, and a store. Reservations: (888) 226-7688, or online [parks.wa.gov/223/reservations](http://parks.wa.gov/223/reservations)

Washington state's Mount Spokane State Park, northeast of town, is exciting any time of year. Spring brings wildflowers. Warm months provide 79 miles of trails for hikers, mountain bikers, equestrians, and the occasional moose. There are magnificent views in every direction and photography in autumn is especially rewarding. The 5,883-foot mountain averages 300 inches of snow annually, offering every type of winter sport including 37 miles of groomed Nordic skiing trails with six chair lifts, and other amenities. The park's campground has eight sites up to 30 feet long which I did not visit. [parks.wa.gov/549/Mount-Spokane](http://parks.wa.gov/549/Mount-Spokane)

Three larger private parks provide more conveniences. Northern Quest RV Resort north of the Spokane airport is about seven minutes from town, and North Spokane RV Campground on the northeast edge of town is about 15 minutes from town. The KOA in the city of Spokane Valley is 10 miles east of Spokane.

Northern Quest RV Resort, Airway Heights 99001. 67 campsites, including 27 pull-throughs, all with full hookups. 13 one- and two-bedroom cottages. The park is spic and span. Pool, clubhouse, three communal fire pits, dog park, free wi-fi, pavilion, bathhouse, fitness center, ADA compatible. \$65-80/night. Full refund if you cancel at least 48 hours before your check-in date. (833) 702-2082. [northquest.com/rv/overview](http://northquest.com/rv/overview)

North Spokane RV Campground, 10904 N. Newport Highway, Spokane 99218. 70 campsites, many of them pull-throughs. Requires full payment at booking with no refunds if canceled! A voucher good for 12 months is offered for a canceled reservation. \$84-90/night. (509) 315-5561.

Spokane KOA Journey, 3025 N. Barker Rd., Spokane Valley 99027. 80 sites. Older campground, very well kept. There are many wider pull-throughs (some 70 ft. long). [koa.com/campgrounds/spokane](http://koa.com/campgrounds/spokane) Web-site has short aerial video showing a shady

*Continued on page 104*

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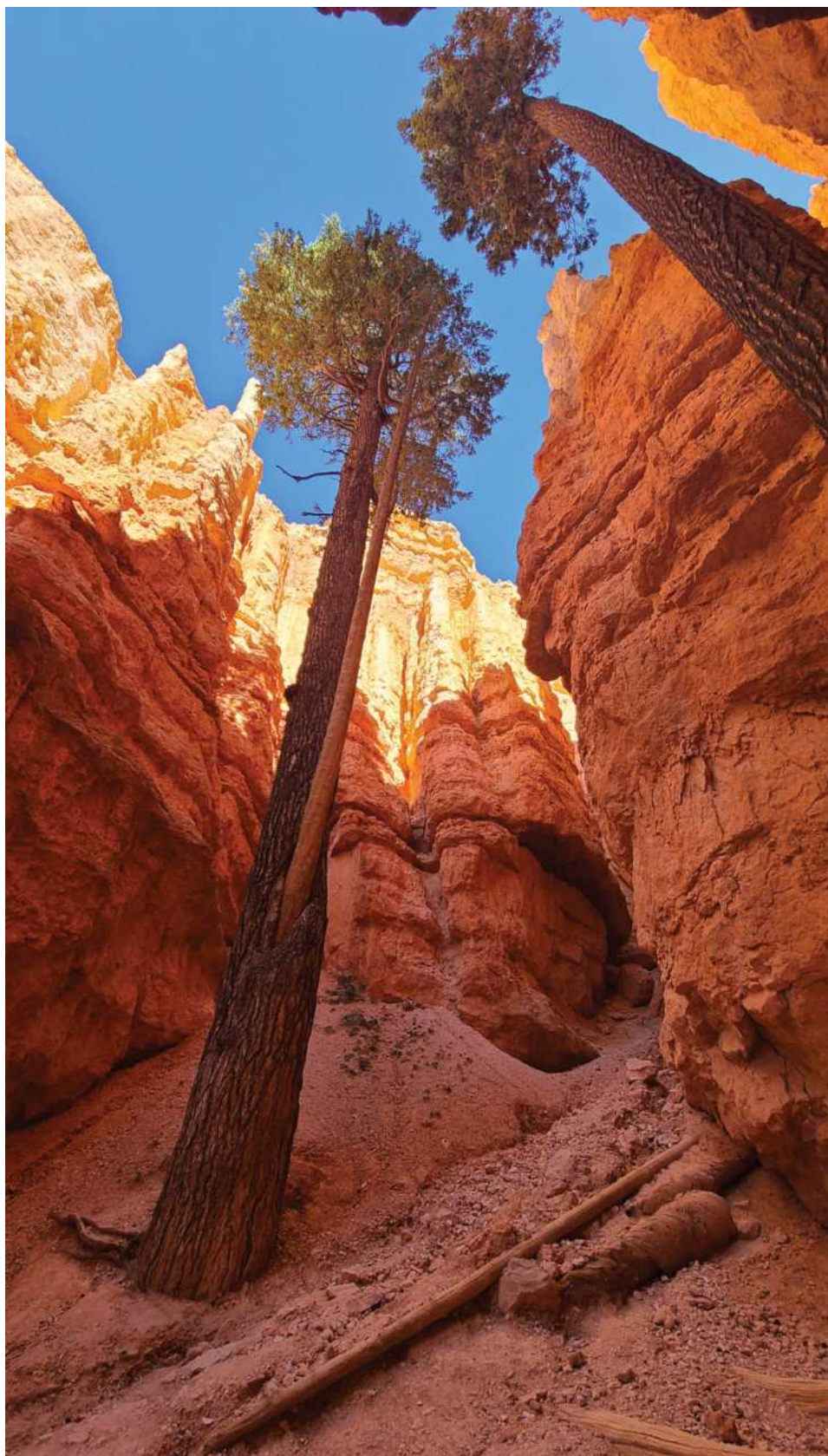
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# Give us your best shot!



## PRO LEVEL AWARDS

### First Place

Amy Harvey

### *Grow Where You're Planted*

Amy Harvey and her husband Mike have three years as full-timers in their 2016 Allegro Bus 450P, and Utah is a frequent destination. Much of Utah is fairly vertical. Example: The Wall Street slot canyon portion of the Navajo Trail is highly scenic, if you can handle 500 feet of switchbacks down into it and 500 feet back out. It is amazing that Harvey composed this image hand-held on her Samsung S20 cell phone and everything is sharp from bottom to top. She did no photo editing at all—it didn't need it, and she didn't know how. The composition nails the parameters of this issue's contest even though Harvey hasn't taken photography classes or workshops. She studies professional photographs and learns from knowledgeable friends. And she has a natural sense of good composition, because this photo from the base of a Bryce Canyon hoodoo formation certainly has that! I love how the right hand tree curves into the left hand one, calling attention to the 50 or 60 feet they had to grow to produce those pom-poms of needles in the sunlight. These may be Douglas fir trees that will self-prune much of the bottom part of their trunks until they reach ample sunlight to hold onto branches and needles. A limb of the left-hand tree didn't quite make it.

*Samsung S20 cell phone camera*



# The winners for the Fall 2022 Photo Contest



## PRO LEVEL AWARDS

Second Place

Karen Mathis

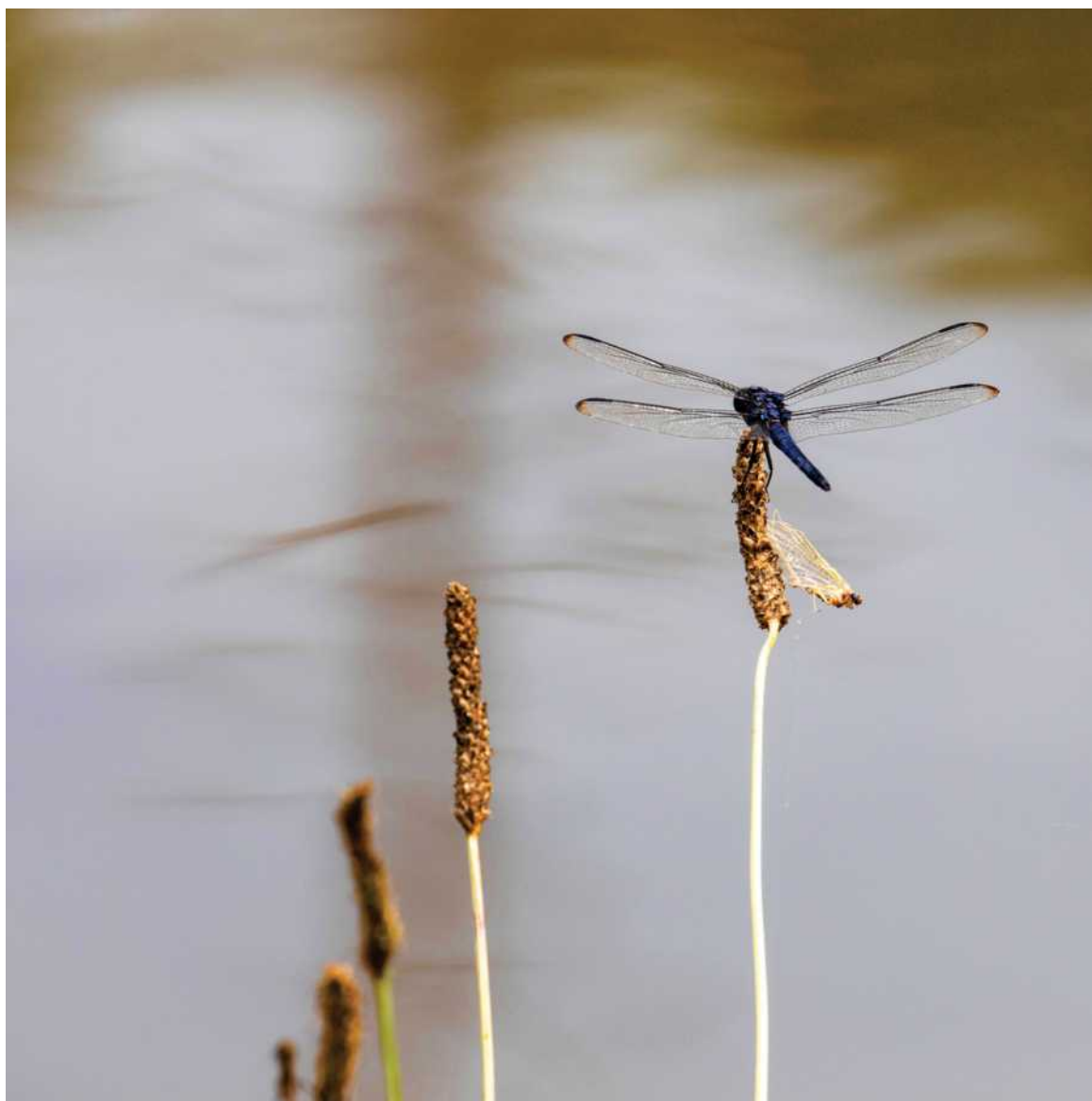
### *Imposing Arches, Then and Now*

Karen Mathis knows how to get around the problem of photos with harsh shadows that often occur contrasty in mid-day light. Sophisticated cameras and some cell phone cameras allow you to choose menu settings that will take three exposures at once in tricky lighting—such as my photos of Carlsbad Caverns in the most recent *RIS*. Mathis's problem photographing the Gateway Arch at 11:17 a.m. was overly bright lighting. Conversely, in the Caverns the lighting was too dim. High Dynamic Range (HDR) was the solution for both situations. Cameras give you more control over the outcome. Once the HDR menu settings are chosen, the camera takes three exposures. One underexposes to retain detail in the composition's brightest areas, like the gleaming top of the St. Louis Gateway Arch. Another exposure follows quickly, capturing details of elements with average lighting. A third exposure then overexposes the darkest compositional parts, which normally would turn out mostly black. A dramatically different example of Mathis's topic without HDR is here: [flickr.com/photos/ihbmike/49897676607](https://www.flickr.com/photos/ihbmike/49897676607) The camera combines all three exposures. The result is Mathis's composition that has good details and lighting in all areas. Mathis's exposure took 1/800th of a second, enabling her to juxtapose the rich detail of the 1874 brick bridge with the contemporary polished stainless steel segments of the soaring Arch. Compositionally the lighting also creates movement and three-dimensionality, as the darker bricks, then the lighter bricks, then the pointed trees, lead the eye back and up into that soaring Arch.

*Canon RP, Canon RF 24-105 f/4L lens, exposure 1/800th sec, at f/11, ISO 100 (taken at 30mm)*



# Give us your best shot!



## VERY GOOD LEVEL AWARDS

### First Place

Susan Lundeen

#### *Discarding That Papery Wrapper*

This dragonfly is plumping up its body and wings after shedding its outgrown exoskeleton. This is something dragonflies do several times in their life, and it caught Susan Lundeen's attention in a sunflower field by a rural lake in McConnell, South Carolina. The simplicity of this composition, with the progressively larger and sharper reeds leading

your eyes up to the dragonfly, is spot-on for this contest's specifications. The soft silvery lobed shadows above the right wings fortuitously echo the wing shapes. Lundeen went to photograph sunflowers and didn't limit her thinking to that task. With some judicious tweaking of her image in Photoshop and Lightroom, the result is a winner!

*Canon DS Mark IV, ISO 50, Canon 24–105 lens at f/11, 1/640 sec.*





## VERY GOOD LEVEL AWARDS

Second Place

Jerry Boyle

### *Winding Down into Night*

Californian Jerry Boyle admits to a fondness for low-light photography, as much when visiting northwest Nebraska as when at home in the Golden State. He comments about his destination, “Sunsets and subjects (clouds/ windmills) are different (in Nebraska) than what we often see in California. It had just rained so there were clouds passing.” Something about windmills, enhanced here by a gently radiant twilight, tugs at people’s heartstrings. The major elements of the photo—the trees across the bottom, the taper of the tower, even the boughs at upper left, draw the eye toward the circle of overlapping blades, which are quiet at the end of day. The rich corals and lavenders of the sunset are a backdrop that adds depth—and romance—to the scene. Boyle made the photo at Fishberry Campground, which is on a working ranch near Valentine, Nebraska. He used Photoshop for cropping.

*Canon EOS 60D, Canon EFS/IS 18-200 lens at 70mm zoom, ISO 100, 1/125, f/6.3.*



#### HONORABLE MENTION

**Teresa Wright**

***Golden Gate Prime View***

If you can keep your focus when all about you is rushing by, then you might compose great photos from the roofless top floor of a San Francisco tour bus. That's where Teresa Wright, a Floridian, was when she composed this photo of a mighty support tower of San Francisco's Golden Gate Bridge. Everything in the photo converges, leading your eye to the top of the tower. The high sun's brightness creates shadows underneath structural elements—another example of mid-day light working well. The clouds' curdled textures almost create a bull's-eye effect around the tower's top. The ISO was 400 on this shot—a smart idea for photos from a moving platform, as Wright was able to shoot at fast shutter speeds and smaller apertures to enhance sharpness. We should all be so clear-headed and fortunate with grab-shots!

*Nikon D7100 camera, f/14, 1/800 sec, ISO 400*

#### Evaluation and Suggestions for the Images Submitted for the Fall 2022 Photo Contest

The topic of an in-your-face focal point in this issue's Photo Contest proved challenging for some contestants. However, several beautiful photos didn't meet the criteria. I tested some to see if tighter cropping helped. In some cases, it would have made them a contender. That is usually true regardless of the contest's subject matter.

Cropping is often undervalued. If the image looks good, we don't think about improving it. If you crop more than about 20% of the image, it may not reproduce well. Here's a work-around: When you are presented with a unique moment or lighting or natural composition—sure, click the shutter. Look at your results immediately and objectively. Woops—didn't notice that garbage can, or that stop sign, or whatever? Would it be lit more beautifully at 8 a.m. than at 3 p.m.? Then, if possible, even if you like your first results, *walk closer to the subject*, and recompose using the same center of interest. Subsequent images often have more impact. For example, include just a portion of a foreground bush, not all of it. Minimize abundant foreground grass, earth, or trees. Walk 10 or 20 feet to the left or right, find a higher or lower shooting position, and wait for the sun to come out from behind a cloud. This may simply confirm that shot number one was best. More likely, you'll find another strong composition. Schedule photo time on your trips. Stop at scenic spots on the trail and spend 10 minutes scouting for compositional options. I'm single-minded when hiking for exercise, or photography, or for birding, and choose companions who share that particular interest that day. My late husband and I sometimes scouted photo possibilities without a camera, just to explore all options.

#### Your Next Challenge in the January 2023 Competition

Apply the above ideas to a scene in nature, similar to photos found in scenic calendars. Let the mountain, ocean shore, desert plants, prairie or rock formation be the main focus, and possibly include in-focus foreground elements such as flowers, a fence, a log, or whatever. Animals should not dominate this contest's photo, but can be an element. People are fine if used secondarily to the scene. Structures like a covered bridge or lighthouse should be part of a wider scene. Choose any season, any time of day, any locale, especially in national or state parks, forests, shores, and deserts. Explore the Edit tools of your camera or cell phone and learn to use the Crop tool. You can resubmit photos that haven't previously won, that may be more suited to new contest parameters.

#### How & When to Submit Your Photo

We use MS-Word to prepare manuscripts for publication. If possible, please use Word for the typed photo information we need. Converting that information from several word processing apps is prohibitively time-consuming. If you don't have Word, use the gmail address shown on page 104 and type your information

*Continued on page 104*





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## *Tiffin Owners from Florida, North*



### **Harry and Toni McHugh**

Hometown: Chapel Hill, North Carolina

Harry and Toni McHugh have a 2013 Allegro Bus, which they share with their two Portuguese Water Dogs (PWD), Lucca and Devine.

Toni and Harry are retired. Toni retired from advertising and Harry from AT&T.

Toni and Harry have always had dogs but were looking for a mid-size breed that didn't shed and liked boating and kids. "We found the PWD to be the perfect fit. When we started showing our dogs, we noticed everyone had RVs. It made sense. So, we bought an RV," Toni stated.

"We personify the phrase 'ready, aim fire.'" We were in Virginia Beach at a dog show when Harry got bored and started to look at RVs online. Next thing I know, we are driving to Detroit to look at it," Toni reported. They started with a Bounder, moved to a Pheton, and are happy in their Allegro Bus.

"Our motorhome allows us to go wherever we need to with Lucca and Devine. We've taken them all over the country. They have participated in water trials, and we even showed Lucca in the Westminster Dog Show," Toni reported.

Harry and Toni have two children and four grandchildren. "On one trip, our children and their families flew out to meet us in Utah. We rented two Class C coaches for them, and traveled as a family RV caravan through Utah. It was a memorable trip for everyone," Toni recalls.

Harry and Toni like to take Lucca and Devine wherever they can, but they enjoy other activities, too. "We like to focus on seeing the sites. We love traveling and exploring our national parks. We also like a good pickleball game, hiking, and biking," Harry said. They thoroughly enjoyed taking their motorhome on the ferry to Newfoundland and touring the island.

"We recently bought a house in Chapel Hill to be closer to our daughter and grandchildren, but we are still traveling," Toni said.

"It's all about the experiences, and we've had a lot," Harry noted.



### **Kim and Jeff Payne**

Hometown: Greenback, Tennessee

Kim and Jeff Payne bought their 2019 Wayfarer as their first and last RV. They currently travel seventy-five percent of time with their three Cavalier King Charles Spaniels, Jax, Maggie, and Murphy.

"Our dogs love the adventures. Jax knows and starts to get excited when we start packing for a trip." They have an outdoor pen for their dogs, so they get to spend time outside everywhere they go. "Our dogs have a great life," Kim said.

Kim and Jeff are retired police officers. They met when Kim was Jeff's training officer. "We really enjoy each other, so the small size doesn't bother us. We would like to one day go fulltime in our Wayfarer," Kim stated. "I have a gypsy soul and love traveling, so RVing is the perfect lifestyle for us," she continued.

Jeff describes the Wayfarer as "the fighter jet of Tiffin. It is agile, nimble, easy to drive and can fit anywhere."

"I took a three-week trip with my sister. It was so easy! Easy to drive and easy to set up. That's why I love the Wayfarer," Kim said.

While traveling, they enjoy kayaking, biking, being with their dogs, and going on long hikes. "We want to do it all. We are outdoor people who love moving and doing. We love the water and staying in the state parks," Jeff added.

They attended the Jekyll Island Wayfarer Rally in November 2021. "We wanted to attend a rally to develop friendships with other Wayfarer owners," Kim explained. "This summer went by so fast. We drove from Bahia Honda, in the Florida Keys, to Acadia, Maine. We were able to meet up with a couple we met at the rally, after we discovered we both would be in Acadia National Park at the same time!" Jeff continued. Kim and Jeff both agree that RVing in the Wayfarer is what "roughing it smoothly" is all about.

"We love going to Winfield, Alabama. It's like a rite of passage. The techs are great. Tiffin cares and provides great customer service to the owners," Jeff said.



## Carolina, Tennessee, and Texas



**John and Sandi McNicholas**

Hometown: LaBelle, Florida

John and Sandi own a 2011 Phaeton. "This is our first Tiffin, but not our first RV. We traveled in an eighteen-foot travel trailer with our children in the 1980s," John explained.

"I am a researcher, so we went to the big RV show in Chicago, where we lived at the time. We liked the caliber and quality Tiffin offered. In 2019, we found what we were looking for; the problem was it was in Virginia," Sandi smiled.

"Our first trip was entertaining. We drove through the mountains of West Virginia, where we stayed at a KOA. Sandi had booked the RV park without realizing how big the RV was. Unfortunately, we couldn't make a right turn into the campground and had to back up. Then our stairs fell off in the middle of the street, and Sandi had to stop traffic," John laughingly reported. Thankfully they made it home with no more issues.

Sandi has not attempted to drive the motorhome yet. "I am the co-pilot. I have the trucker's atlas and have my eyes on the road," she explained. "Part of my research in looking for a camping site is to use Google Earth to check the street view and ensure we will fit. I never want to repeat what happened at the first park," Sandi continued.

Once they get to their destination, Sandi enjoys bird watching. "We both like riding our bikes, and John enjoys a good scotch."

"Our favorite experience was when we went to Old Glory Distillery. We signed up for the tour and ended up being the only ones. We got a private tour, and I was able to get a bottle signed by the owner and master distiller," John stated proudly.

John and Sandi are full-time RVers, "I hated the winters and wanted to move to Florida. But Sandi didn't like living in a hurricane zone. Living in our Phaeton is the best of both worlds," John said. "It's a nice compromise. We always have our home with us; we are like turtles," Sandi added.

"Go with the flow and don't get uptight," they advise.



**Bob and Mary-Frances Wood**

Hometown: Aledo, Texas

Bob, Mary-Frances and their dog, Georgia, travel part time in their Phaeton. How they started RVing is a fun story. "In 2007, we hosted Cendy, a foreign exchange student from Brazil. We were watching American movies and she was fascinated by the movie *RV*. Because of that, we decided to rent a class C, with no slide-outs, and take Cendy on an RV trip to Port Aransas, Texas," Mary-Frances recalled.

In 2009, they rented another Class C when Cendy's brother visited—this time with slides—and went to San Antonio. "While there we met a couple with a Phaeton. They invited us in and told us about Tiffin and how great Bob Tiffin is to owners," Bob said.

"After that we started talking about how nice their Phaeton was. We went to an RV show and that is when we met Bob Tiffin. He was so personable," Mary-Frances said with a smile.

At the RV show, Bob Tiffin told them to call him if they needed anything. In 2010, they found a Phaeton, but it had paint issues. "Bob called Bob," Mary-Frances laughed. "Bob Tiffin told us to bring it to Red Bay, so we bought our first Phaeton feeling comfortable. Bob was going to take care of us, and he did."

In 2017, they bought their second Phaeton, sight unseen. "We got locked inside and had to call the police. They were kind enough to take Georgia through the window to walk her. We learned to keep a star bit screwdriver inside to unlock the door. We ordered our 2019 Phaeton to make sure we got everything we wanted," Bob said.

They travel six or seven times a year. "We have a hard time leaving Texas because it is so big. We are foodies and enjoy wineries—Fredericksburg Oktoberfest and the peach season in Georgia."

Bob says, "we love Tiffin, Red Bay, and Bob Tiffin is wonderful. The best part of RVing is the people you meet. They have become part of our family and have always been there when we needed them. The Tiffin community is one of the best communities we have been a part of."

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## Shelter by an Ancient Sea

by Kevin Kelly

I found the Grimes Point Archeological Site quite by accident while driving Highway 50 east of Fallon, Nevada. It wasn't very far off the road so I decided to take a break from driving. I didn't expect to spend much more than a few minutes looking around. Little did I know I would spend the next three days of my ultimate 3500-mile journey hiking this wonderful historical area devoted to the petroglyphs left behind by a long-forgotten people.

A well-marked trail from the parking area leads to wonderful examples of petroglyphs created by people we know almost nothing about. About 150 petroglyphs made over hundreds, perhaps thousands of years, are easily viewable. The reasons why the



people made them is as much a mystery as they are. All that's known is they lived, fished, hunted, and cultivated a marshy, verdant land that supported plant life and attracted many kinds of animals more than 6,000 years ago. Today, it looks much different and there are few artifacts that survive to tell their story.

As I continued my exploration beyond the petroglyphs, I came across well-worn trails leading to ancient places of shelter. The image (below left) shows one such shelter in the rocky outcropping that once was very near a shallow sea about 600 feet deep. The sea was the result of glacial melting ten thousand or more years ago. Where I was standing when taking this image would likely have been under ten feet of water. The shoreline would have been further up the trail in the foreground. Following the trail, an overhang and shallow cave off to the left revealed the soot of ancient fires for cooking, still visible on the cave walls. They left the outline of their hands and other marks in the soot, perhaps to celebrate special events.

Grimes Point is just one of many archaeological sites in Nevada. I plan to continue my exploration of these mysterious Native Americans because I am in awe of the challenges they faced and, as I review the images they left, I'm reminded of how much has happened to our continent since their existence. RIS



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# The Captivating Catskills

# *Reimagined and Rediscovered*

Text and photography by Charles Breckenridge

WE KNOW NEW YORK is Manhattan, Times Square, and the Statue of Liberty—but there's a lot more out there beyond the Hudson River. In fact, New York City would be a very different place without the country to the north, and we found a few of the reasons why. Arriving in New York, we headed for the mountains, and New York gives us lots of mountainous choices—the Appalachians, Adirondacks, Catskills, and the Poconos.

Actually, while recent information indicates that the Poconos are now in Pennsylvania, that still leaves a lot of mountains to explore for any state not named Colorado. The incredible history and recreational opportunities that we discovered originated in the Catskills—a region that has shaped the City's cultural and economic life for hundreds of years.

The Catskills are something of an anomaly, as they don't offer the jaw-dropping canyons or glacier-topped peaks of the Great American West, but they remain among the most popular vacation destinations in the country. Our first American author, Washington Irving, fell under the spell of these rolling hills and mountains and placed many of his stories here. Ever since, the understated, soul-satisfying charm in these villages and forests has drawn generation after generation of visitors to relax and play.

To begin, what are the Catskills and where do they fit in the various ranges of the Empire State's mountains? The Catskills are actually part of the Appalachians, and they're found in five counties in the southeastern part of the state. The highest of them is Slide Mountain, checking in at 4200 ft, and if you're reading this in Denver, please just table your objections and agree for now that the Catskills really are mountains.

Because they do have the best features of mountains anywhere—summer temps average in the low 80's, with overnight lows in the 50's and 60's—in other words, really great. In the winter, not so great, but we're not parking our Tiffin here in the winter anyway, even if there are several ski slopes in the region. But the Catskills were traditionally known, not for skiing, but for the resorts and camps that drew New Yorkers to summer vacations in the hills.

"They had all kinds of entertainment, lots of activities,"



remembers Nelda Golden, who grew up in New York. Her family, like thousands of others, visited regularly, and those activities weren't just for the kids. Dozens of resorts offered a smorgasbord of shows, outdoor sports, and dining choices. In a wide spectrum of price and sophistication, they were a unique regional phenomenon; certainly, the guests were mainly from New York City, but the influence of the resorts is with us everywhere—a generation of entertainers grew up in the “Borscht Belt,” sometimes called the “Jewish Alps, colloquial terms for the mostly defunct summer resorts of the Catskill Mountains.

Comedians sharpened their timing in the smaller venues, then graduated to the larger resorts. Lenny Bruce, Rodney Dangerfield, Woody Allen and Jerry Seinfeld—all played in the Catskills, sometimes as many as three different hotels in a single night. Stars like Dean Martin played the big venues, and for years boxers trained here before their bouts in Madison Square Garden.

“The parents could go to the pool or whatever, and then we’d be together in the evening for dinner,” said Nelda. For thousands like Nelda, the memories have lasted a lifetime, while the venues themselves have vanished.

The resorts ranged from the famed Grossinger’s, Concord, and Kutsher’s—pioneers of the all-inclusive vacation, to smaller resorts more like summer camp for families. Jewish families began vacationing in the Catskills as early as the 1920’s, when our rising standard of living began to make vacations possible, and they continued to visit until air conditioning and lower airfares in the 1970’s eroded the camp’s appeal.

But the best part of the Catskills remains: beautiful scenery, lakes, rivers, and cool weather in the summer. Some of the most popular activities are golfing, hiking, kayaking, fishing, mountain biking, and my personal favorite—watching the clouds drift over the pines from a reclining position. While this last activity does have the advantage of requiring very little equipment or specialized clothing (a GoPro would be virtually useless), and it can be practiced almost anywhere in the area, it lacks a certain flair when your friends are relating their whitewater stories, apres kayak. I have yet to find a way to brag about lying around all afternoon.

The mountains and lakes make this an area you’ll explore in your toad—picturesque, twisting drives are beautiful, but don’t lend themselves to casual RV roaming. But there are a number of campgrounds where you can anchor your rig, like Catskill RV Resort in Wurtsboro, or Skyway Camping Resort in Greenfield Park, or if you prefer to cover more ground, dozens of Harvest Hosts offer overnight camping.

In the absence of the resorts, many families are building vacation homes here. Debbie Jagel is active in Catskill real estate sales and development, and has an expert’s view of current activity.

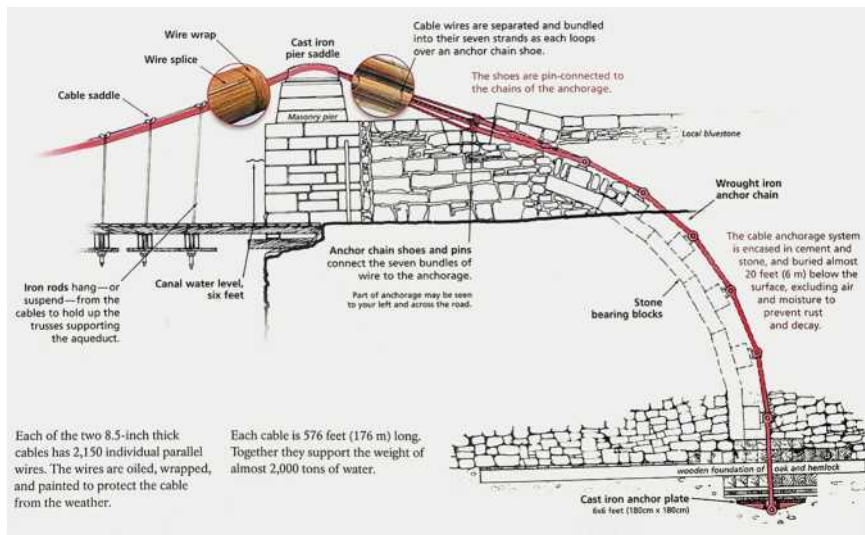
“We’re seeing a very unusual trend, with lots of younger buyers making their first house a vacation house. The pandemic showed that lots of them could work from home, so they can buy in the Catskills and keep their jobs.” Let’s see—sign off from work and walk through the pines to your canoe on the lake, or







Top of the Aqueduct



**Roebling's Cable.** His legacy is based on his use of suspension cables to hold up bridges and aqueducts. He devised the technique of air spinning, which is still used today to build much larger spans. This former aqueduct is the nation's oldest existing wire cable suspension structure and the earliest of Roebling's works still standing. Though most of the aqueduct itself has been reconstructed, the cables and almost all the ironwork in the suspension system are original.

ride a steamy subway for half an hour and walk through the crowds to your rented apartment. And for the record, in our time in the mountains we saw lots of deer and even a few porcupines, but not a single panhandler or mugger.

"These buyers want control," said Debbie, "and prices here are \$200,000 below the national average, so young buyers can own as cheaply as renting in the City. And when they travel, they can rent their homes and have a little side hustle—and even more independence."

It's not hard to see the rebirth in the woods—new homes are common, and older ones are being renovated, and for a few weeks, we mingled with both new residents and other tourists to explore what this area has to offer. Besides the opportunity to watch the clouds drift overhead.

### Durable Technology

In October, 2021, Tesla's stock valuation exceeded the next ten auto manufacturers combined - Toyota, Ford, GM, Volkswagen, Mercedes, etc., and in 1825, the breathtaking technology proposed by the Delaware and Hudson Canal Company (DHCC) similarly excited investors and made it the first-ever US corporation with a million-dollar capitalization, the total amount subscribed in a single day. Cutting edge technology drove both Tesla's and the DHCC's stunning financial breakthroughs.

What technology could arouse such excitement? Clean electric power today, and in 1825, canals, of course. Before railroads or electric SUVs, canals were the most efficient method of transporting freight for long distances, and the DHCC proposed building a canal system to bring anthracite coal to New York City from Pennsylvania, a distance of 108 miles. The company declared they could overcome a 600-foot elevation fall with a series of locks, and incredibly, cross four rivers that flowed between the coal

fields and waiting consumers. All this would be less expensive than dredging the existing rivers to a depth that would accommodate their barges. Really? And how would that work, exactly?

Initially, the company cheerfully dammed the rivers and pulled their barges across, oblivious to other, prior users of the rivers, who based their livelihoods on the popular concept that water flows downhill. Loggers with huge floats of logs especially depended on this principle and "accidents" ensued when hundreds of logs were allowed to careen into the DHCC structures. The DHCC always championed technology—they were one of the first companies to adopt the telegraph following its invention, and they added railroads to their system when those became practical; but now they needed a completely new and unique solution.

John Roebling had the idea to use wire rope, or intertwined iron cable, to support bridge structures, and had successfully demonstrated the concept in recent years. He also saw the possibilities for his product in an almost unlimited variety of other uses. So suspend the canal by wire ropes and take it over the rivers? Why not?

We visited one of these incredible bridges, or aqueducts, now dry and navigable by foot or horseless carriage. The National Park Service maintains the Delaware Aqueduct, running 535 feet between Minisink, New York, and Lackawaxen, Pennsylvania. Three stone pilings and huge, buried anchors at each shore support the cables, which in turn carry the framework for what was once a wooden trough half full of water, with walkways on each side for the mules that pulled barges full of coal. Locks lifted the water level from the canal to the height of the aqueduct on one side and lowered it back to the level of the canal on the other. Meanwhile, the Delaware River could now go its own way, oblivious to the canal overhead.





The aqueduct is quiet, with little traffic, and a great place to visit after a morning spent kayaking on the river. We enjoyed a picnic here after walking around the aqueduct and you really should check this out, too. The NPS has kept a section of the canal and a small museum celebrating this example of 19th century technology that shows living conditions on the barges that traveled through here for over 60 years. The Delaware River still flows freely underneath, just as it has since 1848, with the longer spans between the pilings Roebling made possible keeping the river open, though the loggers have been replaced by kayaks and canoes.

When the aqueduct was renovated in 1983, the cables were tested and found still “viable”, with some of the wire exceeding Roebling’s specifications from 1847. Almost all of the iron and cables are original, and the wooden sections we can see have been rebuilt to the original plans.

The DHCC operated profitably for years with this system of canals, adding railroads and finally converting to an all-rail system in 1898. John Roebling opened a plant on his farm to manufacture wire cable about the time he built the aqueducts, and he became extremely wealthy from the cable and bridge construction. Reliance on the cutting edge technology of the 19th century richly rewarded the DHCC investors and Roebling himself.

Many bridges built by the Romans are still in use today, but after their engineers left the scene, standards slipped a bit and bridge failures were not all that uncommon. No Roebling bridge ever failed. He built them across the Niagara River, the Ohio River in Cincinnati, the Allegheny River in Pittsburgh, and you may be familiar with his final project, the Brooklyn Bridge, built with precisely the same principles and technology as the quiet Delaware Aqueduct in the Catskills.

### **Water, Water, Everywhere—But Don’t Swim Here**

Crystalline Catskill streams and lakes invite you to launch your boat or swim, surrounded by towering firs, pines, and silence - our definition of outdoor pleasure. But don’t—at least until you’ve verified that it’s legal to dip your toes in that pristine aqua pura, because you might find yourself in some rather hot water.



Most of the streams in the Catskills are in the watershed serving New York City. Since millions depend on the purity of the water, recreational use in most cases is forbidden.

The New York City water supply began with private wells, then a public one dug in 1677, and soon the growing town augmented its water supply with the Collect Pond, a body of fresh water in what became Lower Manhattan that, as its name suggested, threatened to become little more than an outdoor cesspool when rain drenched the growing city’s streets. The 19th century Yankees who survived a cup of that stuff couldn’t get the taste out of their mouths, and so they finally built aqueducts in the mid-1800’s to bring fresh river water in from Westchester County. These, though updated, are actually still in use today, but soon proved insufficient for the ever-expanding needs of New Yorkers...the ones in the City, that is.

Enter the Catskills and the cool, clear water we find there. Six large reservoirs were built, connected by miles of tunnels to the thirsty and rapidly growing population to the south. The needs of the many were met, even if a few upstate New Yorkers lost their land in service to the City. There was a reason NYC put so much effort—political and financial—into its Catskill water sourcing stratagems.

The water from the Catskills is so clean that it requires only the slightest filtering before it runs sparkling from the taps in the apartments of those masters of the universe high above Manhattan. UV treated and chlorinated, the Catskill water needs nothing more, and so helps New York City hold off the Feds, who wanted the City to install a conventional water treatment system estimated in 2006 to cost \$10 billion dollars for the treatment facility and \$100 million a year to operate the same. In round numbers. And those numbers would, of course, be quite a bit plumper today.

So think twice before you swim—NYC water rangers far from the five boroughs guard the source of most of the City’s water, and with billions of dollars and the health of millions of city-dwellers in play, their job is a serious undertaking. Not just the reservoirs,



but 1600 square miles of the watersheds—forests and streams—that lead to them are within the jurisdiction of the Catskill Watershed Corporation, an area larger than the state of Rhode Island and a significant, if little-known part of the Catskills.

Surrounded by the tree-covered mountains of the Catskills, the cares of one of the world's largest population centers hardly enters our minds, but we're closer to the City than we may realize. Just as New York City once depended on the Catskill canals for the energy to run its factories and heat its buildings, it's now irrevocably tied to the region for the single most essential element to life—clean and abundant water.

### Traditions Preserved

Though the Catskills are hours away from the nearest professional basketball arena, the greatest slam dunk in history still echoes in these covered hills. In 1976, ancient history as sports are measured, Dan Silna and his brother Paul were faced with the total loss of their investment in a professional basketball team, the Spirits of St. Louis. The American Basketball Association or ABA, had for nine years fought the older and more established National Basketball Association, or NBA, for players and recognition. The ABA, unrestricted by history and convention, introduced innovations that eventually revolutionized basketball, primarily the three-point shot, slam-dunk contests, and games played with a high-flying tempo. Sadly, the ABA “red, white, and blue” basketball is with us in memory only.

As the stronger NBA overwhelmed any hope of success once entertained by ABA team owners, the Kentucky and St. Louis teams were dissolved when the NBA absorbed only the four strongest ABA teams.

Kentucky owners got a settlement of \$3 million and the Silna brothers in St. Louis accepted \$2.2 million, plus 1/7 of a share of the TV money from each of the four surviving ABA teams in perpetuity. Broadcast rights for the NBA that year totaled about \$10 million.

For their part, the Silnas would now receive TV money without the hassles of signing players, renting an arena or selling tickets—not a terrible consolation prize for being shut out of the league. And the consolation prize looked even better when TV money went to \$200 million a year in 1990, as first cable, then streaming, became part of the package. Chicken feed no longer.

With their operating expenses limited to a letter opener, the Silna's had made the best deal in American history since the Dutch bought Manhattan Island. And like the Dutch, Dan Silna made his deal into a springboard for further development, this time upstate in the mountains.



Dan met his future wife, Joan, in White Lake, one of the many small Catskill towns so attractive to vacationers. The gravitational pull of the Catskills is apparently inescapable, and Dan and Joan have enjoyed the area for years, and recently combined three of their favorite institutions while creating something dramatically new and exciting in Eldred.

The Eldred Preserve captures the best features of the first, original Preserve, a fishing resort founded in 1967, with a favorite restaurant and a popular hotel the Silnas enjoyed. In a way, they've kept these Catskill institutions alive for future generations to enjoy in a sleek, modern interpretation. The Eldred Preserve almost defies description—it's a boutique hotel, yes, but a hotel whose rooms share 600 acres of forest and lakes. It's a popular evening hangout, but wants to be known for its superior restaurant, or its cabaret series, or the glamorous weddings it hosts.

Scott Samuelson, Chief Operating Officer of the Preserve, proudly showed me around one morning and every inch of the facility was impressive. The 28 rooms, suites and cabins have been beautifully decorated under the eye of Joan Silna, and each is flooded with sunlight and views of the landscaped acres that surround the hotel. Hosting weddings in this spectacular space is a major revenue stream, and the cabaret series brings performers to the Catskills just as they once graced the stages of the great Borscht Belt resorts.

But the largest of the Preserve's lakes really captured my attention. A wide trail cushioned with wood chips—I'd call it a walking, not hiking trail—leads from the hotel to the lake and around it, with occasional benches and even a stretching and workout station at one end. That's beyond the dock and rental boats and just past a small waterfall.





The new Eldred Preserve looks over a pond from the old Preserve.

Not every inch of the 600 acres is manicured, but what you see here certainly is. The path takes you to a more natural setting around the lake.



A close look at the Preserve's 600 acres is the perfect way to rev up your appetite for a meal at the Homestead restaurant with its Culinary Institute of America-trained chef, John Botti. We walked to the lake and back before a delightful meal, then strolled around the ponds afterwards. The Preserve is a great spot for a special evening while you're in the Catskills, and a place for family or friends to stay if they are meeting you there in the mountains.

Everything I saw at the Eldred Preserve looked terrific, but the Silnas' desire to create something of beauty while creating new jobs and providing entertainment in the Catskills remains my strongest impression. After years of success in business and his

Frank and Lou race to meet the demands of their customers who wait patiently. ♦ Is this heaven? It's close when the first pizza appears.

historic place in basketball history, Dan Silna could have done a lot of other projects if simply making money was his goal. The Eldred Preserve demonstrates his and Joan's tremendous love for the region—and thankfully they found a way to share it with us.

### A Special Place for Pizza

Forests have always harbored dark places of half-seen creatures and magic, common knowledge for the people who've lived in the Catskills for thousands of years. But there's a new magic in these mountains, a bright and hopeful place that exists beyond time and care. A spot so special that it can only be found on summer weekends, when pizza is served outdoors on this patio, or plaza or piazza—whatever you call it, it's the place for a wonderful experience and the best pizza imaginable is just an excuse to be there.

The wood-fired oven anchors one corner behind the kitchen





and a large, curved bar where you can sit with your pizza, the Greek tragedy that is the Mets on TV, and watch Lou, Frank, and Phyllis orchestrate the evening, all set to a soundtrack of soft rock. It sounds like heaven, but it's not—you may hear the syrupy mewlings of Ambrosia while you eat, maybe more than once. But that bitter pill is easily overlooked as you savor your time here and your meal. Perhaps an Okie? The pizza, not you. Pepperoni, jalapeños, pepperoncini, red sauce and fresh basil.

Our hosts are not afraid of work—they embrace it. Lou owns the operation and directs the production from his place behind the bar where he assembles your pizza. His brother Frank presses the dough into rounds, then takes the pies from Lou and manages the oven—adding wood, shifting pizzas and pulling out the immaculate finished product. His wife, Phyllis, takes over, serving the meals, drinks, handling the phone and the cash register. And this is after all three have worked their regular 8-to-5 jobs during the week.

Huge planters surround the dining area, and the breeze carries a faint scent from the enormous basil plants. Tomatoes and peppers bulge, waiting their turn in the kitchen. But if you're interested in produce, look over your shoulder, because across the street, Frank and Phyllis have a shiny new automated greenhouse producing greens and vegetables year-round.

### Organic?

"Better than organic," says Frank, and points to the rows of plants, each one carefully tied up and fed hydroponically as needed. No bugs, no pesticides. Computers manage much of the routine, and sensors maintain temperature and humidity automatically.

Located not far from the Eldred Preserve, the greenhouse is every bit as modern as that sleek neighbor. Providing crisp lettuce and cucumbers and vine-ripened tomatoes when snow is two feet thick is a powerful business plan, and we always stock our Tiffin's kitchen when we are in the area, frequently waiting behind local chefs who source their produce from the greenhouse.

Back across the street at the restaurant, the evening production had already begun. With only three people performing every task, a performance can only be successful if there is preparation and rehearsal and if everyone knows their role. But like any show, performers can be replaced—in this case, you.

A call-in order for seven pizzas early in the evening? "Tell him we're sold out," barks Lou. He's eventually persuaded to fill the order, but later another guy walks in and asks for three to go. He didn't call ahead. I catch Phyllis's eye—this could end badly. Sure enough, Lou doesn't pause or look up—the suppliant is rejected and retreats with apologies, afraid he might jeopardize his chances for next week. Unconsciously, my arm curls protectively around my plate, (A CBR—chicken, bacon, ranch dressing, mozzarella and cheese sauce) fighting an odd twinge of guilt that I sit here, so fortunate, while that poor man slinks away.

But the pizzas aren't unlimited—the dough is made before the weekend, measured and rolled into large balls that are individually packaged. As the evening progresses, Frank takes them out



Better than organic!

and presses them flat, one at a time. How many? Hundreds on a weekend. Lou wasn't comfortable being more precise with me than that. They estimate demand on Wednesdays and Thursdays when Lou buys ingredients and prepares for the weekend, and it's frustrating when supply and the actual demand don't match up.

The show has been running for 15 years now, enough to have become a regional legend. Lou's gruff demeanor belies the many philanthropic activities of the brothers, from supporting Little League to elaborate Christmas productions, complete with free candy and Santa Claus. Lou has never advertised, even on his first weekend of operation—word of mouth and a wonderful product have always driven the business.

And the business is good, so good that I had to promise not to reveal the actual location of this tiny piece of paradise or even its name. Who wants to turn even more people away? But it is there, an Italian Brigadoon, offering the promise of a pizza (maybe a Garbage Pie—sausage, pepperoni, meatball, mushroom, pepper, and onion?), and a table that can be yours in the magic of the dying sun on a summer weekend or in the mists of the early autumn. Search for this place, on the corner where two roads cross, waiting for you to discover and make it yours for a night.

### Woodstock—Peace, Love and Legacy

If rebirth is the theme of the Catskills, then The Bethel Woods Center for the Arts is its fiery avatar, a phoenix rising from the mythic fields of 1969, showing what can be, while honoring what once was. We had plenty of time to discuss the venue, driving through the twisting road through the forest, then edging forward, as the heavy traffic carried us closer and closer to the Saturday night show, the 50th Anniversary of Woodstock.

When the residents of Bethel, a small Catskill town, saw the concert posters going up in the summer of 1969, they belatedly began to consider the ramifications of hosting not just a concert, but a three-day music festival. For the first time ever, phone



*At left: Snow on the roof? Who cares? Fresh veggies and herbs, 365 days a year. ♦ Today's Woodstock experience at Bethel Woods for today's music fans—smaller, but way better. ♦ Chris Stapleton performed at the fabulous Bethel Woods amphitheater.*

calls came from reporters in the City, then stories in the papers blossomed, but when their children began saying they were having a few friends stay over on August 15, they finally began to grasp what their town leaders had unleashed. The cheery prospect of selling a few sandwiches and motel rooms began to pale against the looming tidal wave of, well, everything—the event now promised to be the biggest thing since D-Day.

Woodstock. Saugerties. Wallkill. The town councils of all three had, one after the other, signed agreements and issued permits, then reneged on their commitments, and now Bethel residents were turning against the festival, too. Just five weeks before kickoff, the galactic Super Bowl of rock and roll might soon find itself orphaned and homeless. The clock was ticking.

I had heard of the Borscht Belt, but had no idea that Woodstock had taken place there, nor that the noise and notoriety of the event had perhaps obscured the demise of the great Catskill resorts. And who knew that Woodstock turned its back on the greatest cultural event of the era? But the organizers had hustled up their fourth location, a gorgeous green farm with hills that formed a natural amphitheater. This time they signed up the landowner first, hoping to gain an ally with the Bethel town council. Max Yasgur's dairy farm was perfect, even though Max went home, made a few phone calls overnight, then forced the promoters to renegotiate his deal.

Assured that about 50,000 people would be coming, Bethel officials approved permits for the festival. Then the Town Board swung the other way and ordered the work stopped. In those innocent days, the matter was settled without attorneys, just old-fashioned arm twisting and backroom dealmaking until the town grudgingly went along. The rest, as they say, was hysteria.

The posters had been printed, tickets sold, t-shirts ordered—the festival would forever be Woodstock, regardless of the location. Sanitation and medical support—all properly set up and totally inadequate. Local and state police, overwhelmed by hundreds of thousands of outsiders driving and walking into town

finally shrugged and backed away. Highways for miles in all directions were completely clogged with parked cars.

The tsunami of people rolled over fences, forcing performers to use a tiny helicopter of iffy pedigree to reach the stage. To this day there is uncertainty about who played when—acts swapped places on the program, cut their performances short or extended them as the mood struck. John Sebastian came out of the crowd and played when a scheduled band couldn't reach the stage. And it began to rain.



"We were supposed to be the headliners on Saturday night," said John Fogerty of Creedence Clearwater Revival, "but there were all kinds of delays and rain, then the Grateful Dead played for almost three hours just ahead of us. We ran out on the stage at 3:00 in the morning and there were a half million people in front of us—asleep. We started playing, but it was kinda weird and after a while I stopped the band and asked, 'Is anybody out there?' And I hear way up on the hill a guy shout, 'We're with you, John.' I played the rest of our set for that guy."

Arriving at the present-day Bethel Woods campus, police directed us off the highway. Private security then took over, moving the stream of traffic into the various parking areas. We were at the site of Woodstock, only fifty years late, but the party had seemingly never ended—we were surrounded by Frisbees, tied-dyed t-shirts, and a vaguely familiar herbal scent.

We walked around the museum and through the gates, then past concession stands to the amphitheater and our seats, uphill from the 1969 stage. Also different than 1969—a roof, comfortable seats and sparkling restrooms. Opening acts warmed up the crowd, which didn't need much encouragement, then the giant screen on stage played a video of Creedence from the original festival while the spotlights brightened, the volume amped up until we could see the band pounding out "Born on the Bayou" in sync with the picture playing overhead while Fogerty once again ran onto the stage. He played nearly the same set as fifty years earlier, this time for over 15,000 wildly appreciative fans, a surprising number of whom, absent a polygraph, claimed to have been at both events.

Bethel Woods is the vision of Alan Gerry, a resident of another nearby Catskill village, Liberty. Alan served in the Marines and studied television repair on the GI Bill. He opened a television repair shop—yes, people once repaired TV's—a little crank opened your car window, too—and his experience led him to experiment with improving the programming available in the hilly Catskills.

Too many of Gerry's neighbors had no TV's—the spotty entertainment on the local station hardly justified the cost of one of those big Sylvania consoles. So Gerry tried putting a tall antenna on top of a mountain and ran a line down to the town below, where, properly amplified, it branched off to a few households willing to participate in the experiment. And suddenly, a whole world of entertainment opened up to those fortunate few, and they began to talk. And their neighbors began to buy more TV's, just as Gerry had hoped. This happy state of affairs might have percolated along indefinitely, but soon Gerry needed more lines, then more antennas, and somewhere in there he realized the modest subscription he received to recoup the cost of the antennas and wire could be turned into some serious money.

In the early 1970s, the money did indeed become serious and Cablevision Industries Corporation was born, which eventually became the seventh largest cable provider in the country. Alan had always remained fiercely loyal to the town and area he loved—if they wanted to do business with Cablevision Industries, lawyers, executives, and investment bankers made a 2+ hour trek from the

City, then the final quarter mile meandered through a manicured forest to the company's beautiful headquarters in Liberty.

In 1996, Gerry sold Cablevision to Time-Warner for \$2.7 billion dollars, a perfect ending for this only-in-America success story? Not quite. Alan now established the Gerry Foundation, in part to improve the economy of the area based on Sullivan County, and like Dan and Joan Silna have recently done with their Eldred Preserve, Alan Gerry found yet another way to honor and to benefit the entire region he loves so dearly.


Probably too busy for the original festival, Gerry realized the need to preserve the Woodstock site from exploitation—think Woodstock condos or Woodstock burgers—and the foundation acquired those original 37 acres. Gerry's vision began to coalesce, and another 700 acres were purchased. Soon plans were being drawn for the massive investment in education and entertainment that is Bethel Woods today.

The centerpiece of what grew into a \$150 million dollar project is the open air stage featuring copper, wood timbers and locally quarried stone. Luxury theater chairs are augmented by festival-style seating fanning out beyond the covered area, connecting today's audience with those rain-soaked fans of 1969. There's a fascinating museum with icons from the 60's and the original festival. My favorite is the Merry Prankster's bus, ready to rock as it rolls to the next party. And yes, the enlightened Bethel Woods does provide RV parking. This huge entertainment complex is the perfect addition to a Catskills scene that already offers so much natural beauty and recreational opportunities.

So Woodstock lives on—the bands, the venue, the audience. Definitely the traffic. But did Gerry's investment pay off for the Catskills? The world's top entertainers' cycle through Bethel in their buses, and crowds pack the amphitheater to see them. But every weekend the lights go down and the buses growl up the hill and out of sight, leaving what?

Just this—each year Bethel Woods receives between 200,000 and 300,000 visitors, who collectively support the equivalent of around 170 full-time jobs. The payroll at Bethel Woods itself is over \$5 million annually, plus the contractor, equipment and supply expense required to maintain this massive operation. Bethel Woods provides countless educational programs for youth and adults, and the museum promotes understanding of a very critical era in our history.

This incredible entertainment and educational center has completely changed the tenor of the region and provides another attraction for those visiting or migrating to the Catskills. The cultural and economic gift that is Bethel Woods will be the true legacy of Alan Gerry, and perhaps the ultimate legacy of Woodstock, too.

Bethel Woods symbolizes the renaissance of the Catskills today, as well as the recreational and cultural ties between the Catskills and the City, just as the reservoirs and water tunnels demonstrate the day-to-day dependence of the City on this peaceful area. There's more here than history and more than recreation—it's an exciting time to explore this wonderful region. 



# Shockwave Therapy for Small Animals

by Dr. John Pilarczyk

Shockwave therapy is now available for your pets. Shockwave therapy employs admitting shockwaves to an area of the animal's body. The high-intensity sound waves interact with the tissues in the dog's body resulting in the stimulation of blood vessels, reducing chronic inflammation, stimulating the production of collagen, and dissolving calcium build-up. The beauty of this treatment is that most pets may need only mild sedation to be treated. Of course, there are exceptions to the rule.

When people hear about shockwave therapy, they think of the electric shock used in the old days. In essence, a shockwave is simply a fast entry burst of sound waves. First used to break up kidney stones, the procedure was called a lithotripsy. Early research showed that the shock waves increased bone growth which led to further research on treating soft tissue.

How does this treatment work? Well, the shockwave is applied superficially and reaches the source you are treating such as a bone or tendon. Then the energy created causes the cell to release anti-inflammatory substances along with increasing blood supply to the area. Shockwaves also improve fiber alignment in tendons and ligaments for improved and faster healing.

Does shock therapy work on osteoarthritis? It has been shown to reduce inflammation which in turn reduces cartilage degradation within the joint, which reduces the pain that your pet is experiencing. This treatment does not cure or stop arthritis, but does slow its progression along with producing more comfort without the use of increased doses of medication.

Shockwave therapy can be a useful treatment, administered along with medication, to treat the pain of arthritis.

Most treatments take two to three visits, but chronic cases such as arthritis may have to be treated three to four times a year. Research is being done on treating back pain with shock waves. Non-neurologic pain such as strains and muscle inflammation can benefit from this therapy. I have also read that shockwave therapy has been approved in humans to treat diabetic ulcers, so it's possible that it may be useful in treating chronic wounds in pets.

It has been shown that shockwave treatment is definitely beneficial in healing broken bones. A study was done with two groups of dogs that had broken bones. One group was treated the normal way and allowed to heal, while the other group

received two shockwave treatments. The patients in the shockwave group were all healed in eight weeks, at which time the other group still had some healing to do.

Treatment consists of shaving the area to be treated and applying ultrasound gel to the skin. The scanner is applied for three to five minutes per area, and most patients require no sedation at all. Treatments are given two to three weeks apart. The procedure is safe and effective, and a good addition to the treatment protocol.

Many of us like to use the least amount of medication to get the desired effect. Shockwave therapy may help in your older pets to give them some relief without adding more medication to their pill basket.

Happy travels,  
Dr. John & Kay





## 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](mailto: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 . . .

#### Triple Vision Monitor Displays an Inexplicable Color Line

I am having an issue with the Triple Vision monitor on my 2017 Phaeton 40IH. The screen has a multi-colored horizontal line about 1/8-in. in height that runs across the bottom of the entire screen each time I start the engine. I can get rid of it by pushing the "C" (camera) button until it cycles back to "CAM 1" (rear camera).

The problem started a few months ago when my six coach batteries went dead. I replaced them and expected the line to disappear, but it didn't. The chassis batteries were also not holding a charge so I replaced them. I've called the Tiffin service line, but no one was able to offer a solution other than to call Triple H Electronics in Red Bay. I did that but they had no clue what might be causing it. I hope you can discover the cause and correct it.

Kerry Frank  
Fountain Valley, California

Dear Kerry,

Try switching around the camera inputs where they connect to the wiring harness behind the camera monitor. If the multi-color horizontal line stays with CAM 1, the problem is in the camera or the wire going to the camera.

#### Gauges Fading from Instrument Panel on 2006 Allegro Bay FRED

We have a 2006 Allegro Bay FRED 34XB that is losing its gauges. The instrument panel displays "MOD 1587". When this happens intermittently, I sometimes can get the displays to resume by turning the ignition key on/off several times. All gauges except the fuel gauge go completely dead. Everything else is working such as wipers, lights, exhaust brake, etc. The Freightliner service tech referred to an ECM part and its connecting wiring to the instrument panel. However, he could not pinpoint where it was located. We have spent nearly \$1,000 in a local RV repair shop with no success. Other owners with our same coach have complained about the same problem and sought help on the internet, but with no resolution. Hope you can help.

John Lemberger  
Lake Havasu City, Arizona

Dear John,

We build on rolling chassis that we purchase from Freightliner. We do not provide access to their wiring schematics for the instrument panel. Other than just checking the connections behind the instrument cluster, we normally send coaches to our local Freightliner service center. Please contact Freightliner in Gaffney, South Carolina for further assistance. Their phone number is 800-385-4357. They will direct you to the Freightliner Service Center nearest your home.

#### Shifting Wall in Mid-Bath Floorplan Misaligns with Door

I drove to Red Bay from South Dakota in my 2021 Allegro Bus 40IP in April to have a list of warranty items fixed. One item concerned the mid-bath door. During my first year of use the bathroom wall shifted. The bolt would no longer engage the strike plate to keep the door closed. The door has to be blocked with pillows to prevent it from swinging freely. Your techs fixed it. All good when I left. As I drove back to South Dakota, something shifted again, creating the same problem. What adjustment did you make? What can I do to realign the wall with the door?

Michael Wente  
Sioux Falls, South Dakota

Dear Michael,

The repair tech should first remove the baseboard trim from around the wall, then move the wall back into place and anchor it to the floor with an L-bracket, being careful to avoid the wires in the heated tile floor when they attach the brackets to the floor.

#### Spring-Loaded Pantry Latch Fails on 2021 Allegro Bus 45OPP

The spring-loaded pantry latch on our 45OPP has failed twice in each of the last two trips. Each time the pin that holds the spring and latch mechanism came out and the latch came apart. On the



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first occurrence, the pantry flew open while we were in motion slamming against the counter top. The collision bent the pantry handle and put a gouge in the pantry door. That was repaired on our last trip to Red Bay.

Last week the latch failed again the same way, but fortunately we had just stopped and noticed that the pin holding the latch together had once again come out. These latches are not working, forcing us to use a bungee cord to prevent the pantry from opening while in motion. I have read on one of the Tiffin Forum sites that this has happened to several owners.

I could not locate the replacement part on the Tiffin store website. Tiffin should issue a recall on these latches as they are certainly an injury hazard. After searching on the internet, I found a much stronger latch on Amazon. I used the same receiver and installed the stronger latch. See attached information. I hope this will help other owners.

Robert Wayne Headlee  
Fredericksburg, Virginia

ROK Hardware  
sku: ROKE01N



Dear Robert,

Thank you very much for relating your experience and the solution you found. We are sure it will be helpful to other owners. BTW, we have started using a much stronger latch.

### Does the Generator Charge the House Batteries and the Engine?

I have a 2013 Allegro Breeze 32 BR and want to know if the generator charges the house batteries or the engine?

Jim McGinniss  
Surprise, Arizona

Dear Jim,

On a 2013 Breeze, the generator only charges the house batteries through the inverter/charger. The chassis batteries are charged by the alternator when the coach is running. Some owners have added a 2-4 amp trickle charger for the chassis when the coach is plugged into shore power.

### Malfunctioning Transfer Switch in 2022 Phaeton

I am having problems with the transfer switch in my 2022 Phaeton 40IH. TMH sent a new one that had the same problem. When I connect to shore power, I get no power. After a long wait, the switch occasionally will engage. Even when I use the gener-

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ator, it takes five or six minutes for the switch to engage. I am unsure what to do at this point.

John McConnell  
Ashland City, Tennessee

Dear John,  
Since the issue happens regardless of whether or not the generator is running, you very likely have another faulty transfer box. If certain loads will not function when the power is coming through the transfer switch, the problem could be in the ACR3 load shed Spyder module. Your coach needs to be checked in a Tiffin dealer's service center who has a technician familiar with both Spyder controls and the transfer switch in order to check all of the options sequentially.

## **Awning Out-of-Stock for 2008 Allegro 30DS**

We have a 2008 Allegro Open Road 30DS with a broken awning. We have not been able to find a replacement. It is a manual 15 ft. with 77 in. hardware. Do you know where we can get a replacement?

Carol Krayner  
Dubuque, Iowa

Dear Carol,  
The Dometic Part Number (P/N) for the awning is 801EH15.501U1 (TMH P/N 33781). The Dometic P/N for the hardware is 848500.401U (TMH P/N 33782). Because of very low demand, the Tiffin Service Center no longer stocks either item. Please refer your search to [dometic.com/en-se/support](http://dometic.com/en-se/support) or [dometic.com/en-us/outdoor/climate-and-comfort/rv-awnings/vehicle-mounted-awnings](http://dometic.com/en-us/outdoor/climate-and-comfort/rv-awnings/vehicle-mounted-awnings).

## **Needle on Fuel Gauge of 2016 Allegro RED Fluctuates Wildly on Occasion**

We have a 2016 Allegro RED 33AA and love it, although we've had some trying times with nagging coach issues. First, the fuel gauge occasionally misregisters when the tank is full or over  $\frac{3}{4}$ . The fuel gauge needle will fluctuate wildly along with a pinging "fuel low" beep. Then it goes back to the actual reading. It's very annoying and only occurs when the tank is full or almost full.

C. Roy Martin  
Fincastle, Virginia

Dear Roy,  
The Tiffin Service Center does not address Freightliner's technology. Please call Freightliner at 800-385-4357 and make an appointment to deal with the faulty fuel gauge.

## **Remote Problem in the Home Theater of a 2016 Allegro Open Road**

I am having a continuing problem with my home theater system in our 2016 Allegro 36LA. The problem began after the two

black boxes were replaced with a later design (still under warranty). The remote has been reprogrammed twice (at two different Tiffin rallies, most recently at Rock Springs, Wyoming). Earlier the remote would operate the DVD player by pointing it at the TV of choice. Now you have to point it at the DVD player to get anything to happen. When we got home from the Wyoming rally, I checked the wiring and found that one of the black boxes had been disconnected. I plugged it in but there was no change.

Frank and Sue Steiner  
New Windsor, Maryland

Dear Frank and Sue,  
Your problem is not the wiring on the black boxes or the reprogrammed remote. It is the sensor for the home theater/DVD player. The sensor is attached with a sticky back that you can lift and remove. Place it on the front of the home theater just to the right of the door that flips down. There is no perfect place. It is a trial-and-error process until you find the best placement.

## **Exterior Bulge on Rear Cap of 2021 Allegro RED 340 38LL**

I have an exterior bulge that has appeared on the driver's side rear cap along the vertical trim piece. It also appears that the gutter directly above the trim is pushed up. I was going to silicone seal it. Any additional input would be appreciated. Thanks.

David Day  
Indianapolis, Indiana

Dear David,  
Following are the steps to make the repair. Cut the silicone protective coating down each side of the trim, being careful not to scratch the paint. Use a clean putty knife to lift the trim away from the fiberglass cap. If you are careful with this, no paint work will be needed. If the cap is loose, re-glue it with Sikafast 3131. After the glue dries, reattach the trim with double-sided fender tape. If you do not have body work experience yourself, we suggest you take your coach to a Tiffin dealer, a certified RV service facility, or the Tiffin Service Center in Red Bay.

## **Black Tank Flush on 2012 Allegro Open Road**

I own a 2012 Allegro Open Road 32CA. The black tank flush has stopped working. I replaced the backflow preventer, but it did not solve the problem. What should I do now?

Allen Grant  
Flagler Beach, Florida

Dear Allen,  
The black tank flush (a plumbing device) located inside the black tank is most likely clogged. It is located in the top section of the black tank on the passenger side. The flush valve is white and has a  $\frac{1}{2}$ -inch-wide water line attached to it that is white with a blue stripe. Contact the Tiffin Parts Department at (256) 356-0261 and order a No-Fuss Flush Valve for the black tank.



### Keyless Entry Problem on 2019 Phaeton 40QBH

One of our button keyless entry devices has quit working (RF FOB BSSPZZICS. Tiffin P/N 5076948 8). I took the covers apart, but could not figure how to get to a battery. I did not want to damage the device, so I did not continue my effort to repair it. Does this device depend on a battery? If so, how do I access it for replacement or must one just buy another? This one has the entry cargo locks and unlocks plus road porch door lights and panic button.

James McReil  
Dahinda, Illinois

Dear James,

The key fob comes apart by removing the two screws in the back. The battery is located on the back side of the circuit board.

### Controlling the Bedroom TV

I have a 2018 Allegro RED 37BA. It has four televisions. All four TVs use the same controller. When watching one of the televisions in the living area, the TV in the bedroom turns on because they all use the same controller. How do I prevent this from happening?

Mark Votaw  
New Castle, Pennsylvania

Dear Mark,

You will have to partially cover each of the TV sensors to reduce the sensitivity of the remote. Check the placement of the remote eye sensor on the DVD player. It has a sticky back on the sensor. Place it on the front of the home theater just to the right of the door that flips down. There is no perfect place. It is trial and error until you find the best placement.

### Repairing a Sofa-bed in a 2019 Allegro 36LA

My husband and I bought a 2019 Tiffin Allegro Open Road 36LA in the summer of 2019 from La Mesa RV in Tucson. We have enjoyed every trip we have taken in it. However, we have a problem we would like to resolve.

We had no need to use the sofa bed until recently when our daughter joined us on a trip in an emergency situation. The sofa bed is a combo blow-up and foam, but the blow-up part does not work. Without the inflatable air-coil mattress, it is a very uncomfortable bed. We asked La Mesa to fix it and their response was that it is no longer made. What is your solution?

Sandy Elers  
Tucson, Arizona



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Dear Sandy,  
Please contact our parts department to determine if the original equipment sofa bed used in your 2019 Allegro Open Road is still available for replacement. However, manufacturers do change and update their product lines. If that particular unit is no longer available, please furnish the length of your sofa bed to the parts department to see if they have another sofa bed in stock, or one that can be ordered, which will be a satisfactory replacement.

## Bedroom Slide-out Off Track in 2021 Allegro RED

We are having a problem with the DS rear bedroom slide of our 2021 Allegro Red 37PA. It has the electric Schwintek slide. The back aft part of the slide is binding just enough to cause it to stop. Although I understand it may misalign the slide-out, I have to alternately press the in/out buttons to get the slide to close and open. Some investigation on this shows that the aft roller is only partially riding on the metal plate where it should be rolling. Pictures of the roller show it is only on the metal plate about two inches.

Clark Norske  
Battle Ground, Washington

Dear Clark,  
You need to take your coach to a service center and have a qualified technician examine the slide-out tracks and mechanism. We can only make an educated guess here at the Tiffin Service Center without seeing it. Possibly, it could just need some shims to help line it up. If you need help with finding a service center, call us at 256-356-0261 for assistance.

## Battery Charge Light Indicator Comes on at 5 MPH on 2006 Allegro Bay

We have a 2006 Tiffin Allegro Bay 37DB. The battery charge light indicator comes on at 5 MPH, but goes off when idling or stopped in gear. We had a new alternator

installed three weeks ago (7-9-22) and a new battery and connectors three days ago (7-28-22). We inspected the serpentine belt and it seems okay. It was replaced in the last three years. It has a 8.1-liter, Chevy Vortec engine and Workhorse chassis W-22. The battery charge indicator light still comes on. Thanks for helping us refocus on this problem. The coach only has 13,592 miles on the odometer.

James & Patsy Pigue  
Shreveport, Louisiana

EDITOR'S NOTE: During a follow-up phone call to clarify a couple of items in the Pigue's letter to Tech Talk, I learned that James and Patsy had found a technician at Cars Etc. in Shreveport who had solved their problem since they sent the letter to Tiffin Tech Talk. When the new alternator was installed, the ground wire was not properly connected and it eventually burned out. They had spent approximately \$2,000 on two alternators and batteries because of an improperly connected ground wire. With a third alternator now in place and correctly grounded, the problem is solved.

## Confusion in NADA Guide for Listing 2002 Phaeton 35RH

I have a 2002 Phaeton 35RH on a Freightliner 26350 chassis. I am getting ready to sell it so I checked the NADA web site to get an idea of its value. The site does not list that model for 2002, but does for 2003. I realize Tiffin has no control over NADA listing, but can you give me an explanation why it does not list the 35 RH for 2002?

Robert Lewis  
Lebanon, Tennessee

Dear Robert,  
This floorplan was started during the 2002 model year. When a floorplan is started during a model year, it will not appear until the following year in the NADA listings.



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### STEP 1 // WIPE REGULARLY

Wiping bugs and road grime off your vehicle, with a wet soft cloth, as soon as you get a chance is essential to keeping your film looking great. This will also reduce the risk of staining and discoloration from bug acids, runoff stains, and road grime left on for an extended period. When done apply 303 Aerospace Protectant!

### STEP 2 // WASH MONTHLY

Washing monthly will give your film the deep clean it deserves and will ensure the film remains crystal clear. We recommend using Advanced RV & Auto Wash and a soft cotton or lambswool mitt to apply. Do not use any abrasive brushes, rags, cloths, or compounds. When you're done don't forget to apply 303 Aerospace Protectant!

**DO NOT:** Use Rain-Ex products or Bug & Tar Removers

### STEP 3 // WAX QUARTERLY

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

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## GIVE US YOUR BEST SHOT *Continued from page 82*

into the email. Click on the paper clip symbol to *attach* your photo and the Word file to the email.

Please include: Your name, mailing address, email address, phone number, a title for the image, and the photo's location. Provide background information in about four sentences. List the brand of camera and lens or cell phone used, and the f/stop and shutter speed. Mention your use of a tripod and/or photo

editing tools.

Email ONE photo to [fred1902@gmail.com](mailto:fred1902@gmail.com). The file size should be over 2.0 megabytes. Do not embed your written data with your photo; send them separately on the same day. *Send only one entry*. It must be received no later than November 15, 2022.

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

## SURPRISING SPOKANE *Continued from page 77*

park, the pool, with folks using the park's 4-seat turbo bike rentals, and the playground. Trains nearby are noisy (bring earplugs). Laundry. Pickleball and volleyball courts. The price for a premi-

um extra-large site for a three-night, mid-week stay in October 2022: \$75/night. Each site has wi-fi, cable, picnic table, and grill. Full hookups (50/30-amp). \$10 cancellation fee. (800) 562-3309 [koa.com/campgrounds/spokane/reserve](https://koa.com/campgrounds/spokane/reserve) **RIS**

## TIFFIN ALLEGRO CLUB NEWS *Continued from page 33*

the crowd was treated to an outstanding performance by a duo known as *Piano Men: Generations—The Music of Billy Joel and Elton John*. Terry and Nick Davies, a father-son team, with their incredible band performed music that transcended four decades.

Thursday had everyone out early again to take in more seminars. The information gleaned from seminars alone is worth the price of a Tiffin rally! Good entertainment, fun and fellowship with other Tiffin owners are great side benefits.

We increased the number of seminars at this rally and added entertainment for four consecutive nights. The Thursday

seminars featured training from heavy-hitters, including Steven Barbour from Freightliner Custom Chassis, Gary Harris with PowerGlide Chassis, Chris Crowel from Cummins, and Harold Kimbrough from Onan. Nick Brewer's seminar on the operation of the electronics in our coaches was a very popular session. The seminars concluded mid-afternoon with a swap meet and craft show. Items of all descriptions were available to sell, swap, or give away. Lots of friendly bartering went on!

A very special 'thank you' goes out to the Tiffin service teams who worked tirelessly to visit each Tiffin coach, performing minor repairs and adjustments. Our

techs sacrifice time away from their families to travel with us to rallies, sometimes working under difficult conditions. A big hat's off to these guys!

Thursday evening brought another night of great entertainment with a band known as *Rock Me Gently*. This outstanding group brought back the music of the 70s—think Carol King and James Taylor. The vocals were so smooth.

Friday was our last day of seminars complete with another ice cream social. To end the festivities on a high note, we had fabulous door prizes including three gift certificates for a free 2023 rally! These folks are guaranteed a place in any of the 2023 Tiffin rallies. Congratulations to all!

The concert to end our rally was presented by *One of These Nights*. This tribute band sings the music of America's favorite band, The Eagles. They have performed at Tiffin rallies for three consecutive years.

Saturday saw coaches hitting the freeways again as people moved on to their next destination. Many owners remained at Sweetwater for several days to continue exploring the area. Sweetwater was an excellent host for our Tiffin rally and really rolled out the red carpet. They dressed the grounds with thousands of flowering plants and shrubs, planted just days before our arrival!

The Tiffin Allegro Club looks forward to hosting you at a Tiffin rally next year! Until next time, "Happy Trails"!

## SPYDER CONTROL SCREENS

*Continued from page 25*

Slides and Mechanical



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