

Roughing It Smoothly®



- **Two Perspectives on the Sale of Tiffin Motorhomes**
- **Birding the Border in Southeast Arizona**
- **2021 Allegro Bus 35CP**
- **Destination: Tampa**

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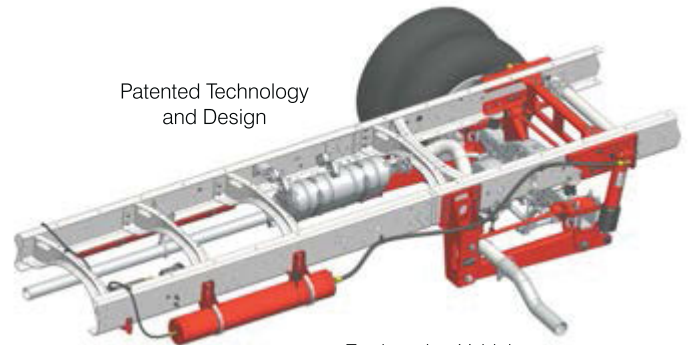
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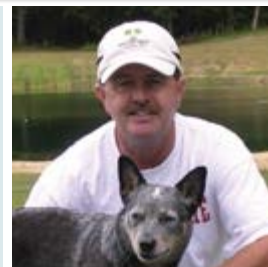
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Destination: Tampa

Once known as the “Cigar City,” the Greater Tampa Area has many attractions for visitors to enjoy.



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Roughing it Smoothly®

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Editor, Fred Thompson

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Contributing Writers: Fred Thompson, Dr. John Pilarczyk, Bob Tiffin, June Foster, Suzanne Clemenz, Sally Moore, and the TMH technical staff

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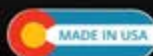
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My Thoughts on the Sale of Tiffin Motorhomes to THOR Industries

by Bob Tiffin

As we close in on the 50th anniversary of the founding of Tiffin Motorhomes, Inc., I want to express to our employees, our motorhome owners, our dealers, and our suppliers my gratitude for your trust in and loyalty to this company. Tiffin employees and management realize we must earn that trust and loyalty every day, and in most cases, I sincerely believe we have succeeded.

The Lord has blessed my family and this company with success — time and again when problems arose and the going got tough. During the late sixties, there were three small RV plants in nearby Mississippi. They regularly purchased building supplies from Tiffin Supply, Inc., the company my father, Alex Tiffin, started in 1941 in Red Bay. It was my job to collect from them weekly. In late 1971, two of the plants closed and the other moved away. I was intrigued with the idea of starting a motorhome plant in Red Bay and discussed my plan in September 1972 with my father. He agreed to underwrite the business as necessary and we built our first two motorhomes in November 1972. “Necessary” came much sooner than we expected in September 1973 when the country was hit hard with an oil embargo. We had to lay

off everyone but our management team. Daddy stood by us. “If we go down, we’ll all go down together,” he said without waver. We recovered by early 1975 only to have a similar experience again in October 1979 when the Federal Reserve adopted new policy procedures that pushed interest rates to 22 percent.

After interest rates became affordable again, our brown and white aluminum-sided Allegros reached a popularity we had not anticipated. New dealers were clamoring for them and production reached 12 per day. They were reliable and easy to build.

In 1987 we built a new assembly plant designed to manufacture our new fiberglass motorhomes, both gas and diesel. We followed that with the Tiffin Service Center in 2004 and the state-of-the-art Belmont Paint Plant in 2008.

While there have been other crises in our history, the most challenging one struck the U.S. in 2008. Reckless lending for residential mortgages led to an unprecedented number of loans in default, culminating in the bankruptcy of Lehman Brothers and ultimately an international banking crisis. Banks lending funds to buy motorhomes were almost

non-existent. Of the 23 Class A manufacturers in the U.S. in early 2008, only six were left by January 2009. Although we had to lay off most of our employees, Tiffin survived because we had no debt and a “war chest” that got us through. By 2011 we were back in the game and with much less competition. We had been able to add two new brands and the PowerGlide chassis. During the last six years, we expanded our offerings to Vanleigh fifth wheels built in our Burnsville, Mississippi, plant and the Wayfarer Class C coaches manufactured in Winfield, Alabama.

In 2019 our new Operations Building was completed. It brought together in one efficient configuration all of our engineering offices, allowing joint meetings of all sizes through high tech conferencing on large screens with tie-ins to our dealers and suppliers anywhere in the world.

In February 2020 we were blindsided with Covid-19, the worst challenge this country has faced since World War II. We had to close for three weeks in March and April, but we reopened with a solid plan. Although we suffered several pocket outbreaks in the plant, our company nurses, HR department, supervisors, and security personnel implemented the plan with considerable success. To survive financially, almost everyone wanted to come back to work. Thousands of Americans became RVers out of desperation to safely escape quarantine, a phenomenon that enabled our industry to continue successfully through the pandemic.

This 48-year journey has brought us to a point where we now have 2,300 employees. In the last six months our economy has made a significant recovery, pushing the Dow back to 30,000. If the promised vaccines deliver us from the continuing human loss and financial devastation, a



Van Tiffin, vice president of TMH, Bob Martin, president and CEO of THOR Industries, and Bob Tiffin, president and CEO of TMH visit for a few moments in a 2021 Phaeton.

December 19 article in the *Wall Street Journal* predicts “The Sun Will Come Out in Spring.” By the time Tiffin Motorhomes observes its fiftieth birthday, our annual sales should be nudging \$1 billion.

As a company reaches this size, continued growth requires greater investments and risks. Operating now in seven towns and cities in Alabama and Mississippi, the future of the Tiffin Group is critical, not just to the Tiffin family but to our employees, our dealers, and our incredibly loyal customers. We have realized the need for a financial partner we can trust to help us grow and address our responsibilities. We want our company to grow in a manner consistent with how we have done business for 48 years.

After studying THOR’s business model, I contacted their president and CEO, Bob Martin, to explore our mutual interests. THOR’s approach to empower its companies to compete with one another was very important to us. They accomplish this by not requiring the companies to adopt a centralized operational strategy. THOR realizes that competition drives innovation, fresh ideas, and quality. The dealers and customers who love the Tiffin brand will continue to receive the high-quality products they have grown to expect.

Lord willing, I am not going anywhere as I continue to operate the Tiffin companies as I have with no timeline for change. My sons, Van and Tim, as well as my grandson, Leigh, will also continue to have major roles in the Tiffin business. Instead of feeling like I sold a business, I feel like we have aligned with a great company that will enable us to take Tiffin to a new level while maintaining the Tiffin culture and brand integrity that has set us apart from our competitors for years.

I understand there is considerable apprehension currently being expressed on several internet venues about the Tiffin Group becoming a part of THOR Industries. It is important for everyone to know that each of the 18 companies who are a part of the THOR family operate independently of each other. Thor Motor Coach, who builds diesel pushers and gas motorhomes, will continue to be one of

our competitors, as will Entegra and Jayco.

I want our Tiffin family and future owners to know that the products, operational management, and customer service policies of those companies will have no influence on the management, operation, customer service, and quality of the products built by the Tiffin Group LLC.

Let me emphasize that the Tiffin Group LLC will operate as a stand-alone company within the THOR family of companies. The Tiffin family and the Tiffin Group’s experienced and talented management team will continue to *manage* our operations, *direct* research and

development, *implement* innovation, and *ensure* customer service at the same level or better in the future than we have done in the past. THOR has buying power, financial strength, and corporate management expertise available, but only when we need it.

We are excited to take this new path that will lead to a solid future for Tiffin Motorhomes continuing to build quality motorhomes with innovative technology and design. Please take a few moments to view the video of my visit and conversation with Bob Martin and read the FAQs on the Tiffin website, tiffinmotorhomes.com. **RIS**

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An Interview with Bob Martin, President & CEO of THOR Industries, Inc.

by Fred Thompson, December 21, 2020

FT: What are the top two reasons why THOR Industries is acquiring Tiffin Motorhomes?

BM: When we buy a company, we first look for a cultural fit, then its history, and certainly its reputation in the industry and in the general RVing public. We do our due diligence to determine if it is a well-run company. After spending considerable time reviewing these factors, we knew Tiffin Motorhomes would be a great addition to the THOR family of companies.

Secondly, Bob Tiffin assured me he wanted to remain as the active president of Tiffin Motorhomes. I would not have proceeded without that assurance. He is a legend to the retail RV industry for the way he backs up his dealerships and how he takes care of his owners. Tiffin Motorhomes has become an iconic brand, very much like Airstream is an iconic brand—and Airstream, of course, was the first company that THOR Industries acquired.

FT: Do you see examples in TMH products or methods of operation that you want to see emulated by the companies in the THOR family?

BM: Absolutely. We learn from every company we buy. That was certainly true when we acquired the Jayco Group in 2016 and the Erwin Hymer Group in 2018. Since Red Bay is over 600 miles from a host of suppliers in the Elkhart area, Bob Tiffin saw vertical integration as an answer to that problem. Building plants for making radius-corner windows and for making preformed fiberglass roofs, along with nurturing the Red Bay company that makes the hundreds of different-shaped holding tanks, are examples of solutions he developed.

Another example to be emulated is the large team of phone service techs who answer hundreds of calls daily from owners and dealers. Bob also launched a mobile service tech system in which skilled service techs operating out of specially outfitted vans are based at strategic points throughout the U.S. They can help both owners and dealers.

FT: Statistical Surveys each quarter reports on the brands in its category of the “Top Five Class A Diesel Pushers.” Tiffin routinely has three of its coaches in that Top Five group. Thor Motor Coach, Jayco, and Entegra have never had coaches in the Top Five. How do you account for that?

BM: Well, first of all, over 80 percent of our

RV sales are fifth wheels and travel trailers. Tiffin makes more diesel pushers than any other manufacturer. We do have three companies that make brands eligible for that category, but not many units that can compete well against Tiffin’s well-known and well-established diesel pusher brands.

This is where we see Tiffin complementing what we do. We did not know how Tiffin built its level floor that extends back over the engine. Their drop-down engine mount is great engineering. Tiffin does unique things really well. We will learn from them.

FT: Tiffin’s track record for brand loyalty is amazing. Over 50 percent of Tiffin’s annual sales are to current Tiffin owners. Do any companies operating in the THOR family enjoy similar brand loyalty?

BM: Airstream is the most iconic brand in the travel trailer market. Most people do not know THOR owns Airstream and that we funded the new plant it opened recently. Although I don’t have the exact percentage of repeat buyers, Airstream has tremendous brand loyalty. Brand loyalty is also very high with our Cougar and Montana fifth wheels. Jayco’s Jay-Flite brand has great brand loyalty. Their dealers are very dedicated to Jayco.

FT: Since you already have companies in the THOR family that could compete with Tiffin Motorhomes, how do you ensure they will remain separate entities?

BM: All of the companies in the THOR family have their unique personalities and culture. We do not and will not in the future force changes on these companies as Monaco and Fleetwood have done. THOR has no centralized design center. Management is completely decentralized. Competition inspires innovation and makes each company better. We can help with corporate accounting practices, insurance, legal problems, and patents. Since Flexsteel closed their RV division, we are developing new suppliers for driver and passenger chairs. We own aluminum suppliers. If Tiffin has an item we can help with, we can put our purchasing power to work.

As the corporate umbrella for 18 companies, I want to emphasize that THOR Industries, Inc. does not share data between companies.

FT: Industry critics have frequently said that Tiffin Motorhomes sets the benchmark

for customer service in the industry. How would you compare the customer service provided by your companies that build motorhomes with the customer service at Tiffin Motorhomes?

BM: Bob Tiffin has shown our industry how excellence in customer service is imperative to brand loyalty and any product’s overall success. Several of our companies have service centers but they are much smaller than the Tiffin Service Center in Red Bay. We want to learn from Bob how to build and operate an RV manufacturer’s service center. At every acquisition, we learn as much from the company we acquire as they learn from us.

Airstream brings coaches back to their Jackson Center location for rehabs and repairs. Owners go back to Jackson Center frequently, almost like a pilgrimage. THOR built a new factory for Airstream and a legacy museum.


Entegra has a service center that offers campsites and a customer lounge. Thor Motor Coach has room to improve in this area. We are looking forward later today to the tour of the Tiffin Service Center here in Red Bay.

We would support a Tiffin Service Center located in the I-95 corridor and in a western location, if Tiffin management decides they want to build them in the next 3 to 5 years.

FT: As you plan your ROI, do you also plan your reinvestment in your acquisitions to improve both quality and productivity, and ultimately higher profits?

BM: There is no magic number for ROI from an acquired company. We do reinvest in the companies we acquire, just as I mentioned earlier regarding Airstream. We want to make companies more efficient. The more we upgrade a company’s facilities and its ability to compete, the better an investment it will become. We want to help by taking our time and doing things right.

We are excited to be a part of this iconic brand. We want Tiffin’s owners to know that Bob’s input to our planning and action plans will always be important. We want to help him achieve his goals. We are proud to be a part of Tiffin’s future.

Is it an acquisition? No, it’s a marriage. And we both agree on that point. I look forward to hearing from Bob Tiffin every time he calls and I feel sure his feeling is reciprocal. 

**RECALLS
for Winter 2021**

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

Customers with Tiffin units from all models 2003 to early models of 2018 should immediately contact Kidde to see if your fire extinguisher is involved. If so, you can request a free replacement fire extinguisher and instructions on returning the recalled unit as it may not work properly in a fire emergency. Contact Kidde toll free at 855-262-3540. Monday - Friday, 8:30 a.m. to 5 p.m. EST; Saturday & Sunday 9 a.m. to 3 p.m. EST; or online: www.kidde.com and click on "product Safety Recall" for more information.

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

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

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

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

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

With this issue, *Roughing It Smoothly* begins its 18th 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 17 years of the back issues and learn about RV travel in 48 of our 50 states at rismag.org.

On the contents page, click on the page number for the story you want to read and it will jump directly to that double-page spread. To go back to the contents page, put “4” 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.

The most useful feature is the “Search” function. In the upper right corner, clicking on SEARCH will open a column of options on the left side of your screen. Put in a word (such as “Utah” or “trains” or “Sequoia”) or multiple words to find a story. Then click on “Search” at the bottom of the column. You can search for a particular motorhome floor plan, such as Phaeton 40QTH or 33AA for a featured review or a Q&A in Tech Talk. Search for a travel story to use in planning your next trip to a state or national park, and much more.

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

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

Online readers will usually receive the magazine two weeks ahead of the approximate date *RIS* appears in mailboxes. Check rismag.org on Jan. 15, Apr. 15, July 15, and Oct. 15

to read the Winter, Spring, Summer, and Fall editions respectively.

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

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

Magazine Continues to Grow

Over 37,000 Tiffin owners are now receiving *Roughing It Smoothly* through the U.S. and Canadian postal service. Over 43,000 have chosen to read *RIS* online at rismag.org. Our dealers are distributing 17,000 copies in their showrooms. As *RIS* begins its 18th year, it is the largest magazine published by an RV manufacturer in number of pages and total distribution.

In each issue you will still find three cards for sending information to the editorial office in Monroe, Georgia. Using the “From the Road” card, we invite you to tell fellow Tiffin coach owners about your experiences and the special places you have discovered in your travels. If the card is not large enough, please type a whole page double-spaced, and mail it to Fred Thompson, Book Production Resources, P.O. Box 1150, Monroe, GA 30655-1150. Be sure to include your name and address, phone number, and email address in case we need to edit or ask for more information. Color prints are welcome and we will use them if we have the space. We do not return color prints or manuscript. You can also send your “From the Road” contribution by email to fred1902@gmail.com. You may attach your images to your email. Images should be at least one megabyte in size. On the subject line of the email, write FROM THE ROAD.

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To advertise in *RIS*, contact Lisa Smith at 254-301-7021 or Lisa@roughingitsmoothly.com. An advertisement in *Roughing It Smoothly* does not constitute an endorsement by Tiffin Motorhomes.

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

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Tiffin Tech Talk

To address your technical questions to Wayne Williams, use the postcard bound in this issue, send a longer letter to the address on the postcard, or send an email to RISStechtalk@gmail.com. Please include your name, address, and phone number. If you need an immediate answer to a service problem, you should call 256-356-0261.

COVID-19 AND RALLIES

by Sally Moore

Happy New Year to all! I know everyone is ready to return to our wonderful way of life and enjoy socializing with friends on the open highway in a beautiful Tiffin coach. With three of our four Tiffin rallies postponed in 2020, everyone at the Tiffin Allegro Club is anxious to once again host rallies and visit with our extended Tiffin family.

With the Covid-19 situation always changing, we encourage you to visit the Tiffin website at tiffinmotorhomes.com/events?calendar=rallies for the latest information on Tiffin rallies. Information printed in the *Roughing It Smoothly* maga-

Continued on page 88

Tentative 2021 Tiffin Allegro Club Rally Schedule

Palm Creek Golf & RV Resort, Casa Grande, Arizona

Arrive: Monday, April 12, 2021

Depart: Friday, April 16, 2021

On sale: Jan. 19, 2021, 11:00 a.m. CST

For Tiffin Class A coaches only.

Palm Creek Golf & RV Resort, Casa Grande, Arizona

Arrive: Monday April 19, 2021

Depart: Thursday April 22, 2021

On sale: Jan. 21, 2021, 11 a.m. CST

For Tiffin Wayfarer coaches only.

Amana RV Park and Event Center, Amana, Iowa

Arrive: Monday June 14, 2021

Depart: Friday June 18, 2021

Rally postponed from 2020 and is sold out.

For Tiffin Class A and Wayfarer coaches.

Champlain Valley Expo Center, Essex Junction, Vermont

Arrive: Monday, October 4, 2021

Depart: Friday, October 8, 2021

On sale: June 29, 2021, 11 a.m. CDT

For Tiffin Class A and Wayfarer coaches.

Rallies are subject to change or possible cancellation due to the Covid pandemic. For up-to-date rally information, refer to tiffinmotorhomes.com.



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Sunlight Resorts Opens Canopy Oaks at Lake Wales

As the first of three luxury RV resorts under development in Florida by Sunlight Resorts, the Resort at Canopy Oaks in Lake Wales opened December 28, 2020. Resorts in Ocala and Sebring will be under construction in 2021. All three properties bring an elevated suite of amenities to the RV resort landscape.



The Resort at Canopy Oaks is a 435-acre property located in the heart of central Florida on over 200 acres of green space that encapsulates the Mother Nature feel with a Florida vibe. The first phase of this 1,000-site resort will consist of over 400 over-sized RV sites that are a minimum of 45' x 90', each with a 20' x 70' concrete pad and full hookups. Surrounded by premium landscaping, the five different site types range from Standard to Platinum, including waterfront options. All sites include a fire ring and a picnic table, while upgraded sites feature brick paver patios and encased fire pits. Platinum sites offer a built-in outdoor kitchen and stainless-steel grill. For those traveling without an RV, the resort has 14 two-story spacious cottages that accommodate up to six people.

The superior grounds and activities at Canopy Oaks boast modern amenities and a unique portfolio of offerings that include a convenience store, pizza and sandwich shop, spa, hair and nail salon, coffee and ice cream shop, an arts and crafts center, a business center, and a Tiki Bar. As a corporate signature, Sunlight Resorts will showcase distinctive full-service Tiki-bars at all of its Florida properties.

The state-of-the-art clubhouse features a banquet kitchen, a swimming pool with a rock waterfall and hot tub, a fitness center, game room, mail room, showers, and laundry room—along with two additional separate bath and laundry facilities. Residents

can reserve playing time on two regulation shuffleboard courts, two regulation bocce ball courts, and eight tournament style pickleball courts. As a pet-friendly resort, Canopy Oaks offers an outdoor exercise area for dogs.

“One of the goals we are striving to accomplish with this brand is to resolve the challenges that consumers have expressed with other RV parks and resorts around the country, such as small sites, grass parking, small clubhouses, and no trees,” said Tristan Farrell, president of Sunlight Resorts. “We’ve set out to change that standard while maintaining affordability. All of our properties will address these issues and go beyond the traditional offerings typical of many resorts today.”

One of the first events being held at the Resort at Canopy Oaks is a New Year’s Party, open to the public. Held at the resort’s Tiki Bar, the celebration includes entertainment and a fireworks display, taking place from 5pm to 2am. Following on Jan. 8, 2021, from 5 to 10 p.m., the Grand Opening celebration

for the resort takes place for visitors as well as being open to the public, with participation from the Lake Wales Chamber of Commerce, the Frostproof Chamber of Commerce, and other local influencers. The other two Florida resorts are expected to open in Fall 2021, with the Champions Run Resort offering more than 400 sites in Ocala and Sebring Square Resort with over 200 sites in Sebring. All of the properties will have similar accommodations.

The Resort at Canopy Oaks is also an ideal destination for vacations, weddings, corporate events, and other special celebrations. For more information on booking an event call (863) 213-0346.

To make an online reservation, visit resortatcanopyoaks.com.

For more information about Sunlight Resorts visit sunlight-resorts.com. For current activities, new park progress and special events, visit [Facebook.com/sunlight-resorts](https://www.facebook.com/sunlight-resorts/); [Facebook.com/resortatcanopyoaks](https://www.facebook.com/resortatcanopyoaks/); Instagram: [@sunlight.resorts](https://www.instagram.com/sunlight.resorts)



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Discovering Another Hobby

by Bob Tiffin

A few years ago I shared with you in this column my passion for collecting and restoring cars, especially Depression-Era Packards, plus Fords and Cadillacs from the 1950s. I have found a lot of satisfaction in seeing the engineering, design, and innovations of those cars preserved in showroom condition. They provide a lot of fun and relaxation when Judy and I take one out of the garage for a ride in the country on a sunny weekend afternoon.

Now I have discovered another hobby I would like to share with you. I am a late-comer to studying ancestry and I am sure there are hundreds of you reading this article who know all of the techniques and tricks to finding your forebearers buried in the depths of internet records. But some of the things I have learned about my ancestors recently are rather interesting.

Starting with my father, Robert Alexander “Alex” Tiffin (1911–2004), we go back six generations in this country. Since the number of grandparents double with each generation, it is amazing to realize that we all have 126 grandparents in six generations! With the help of a genealogist, if I followed the lines of each set of grandparents, I am sure I would find thousands of cousins, but less than half of them will have the Tiffin surname. Probably some of those cousins (maybe fourth through sixth cousins) are some of you who are reading my column every quarter. If you find a lineage in my story that sounds familiar, research it on the internet and let me know.

My five-great grandfather was Adam Jonathan Tiffin (1692–1753) who was married to Mary Wood (1696–1772). Both were born in Clifton, Bedfordshire, England. He was a mariner who sailed out



of Workington, England. Their children were Anne, Jeremy, Mary, and Henry J. My line flows from Henry J. Tiffin.

Henry J. Tiffin, later referred to as Henry Tiffin I, was born May 15, 1727, in Carlisle, Cumberland, on the border of England and Scotland. He married Mary Parker, born April 28, 1727. Henry was my four-great grandfather. By 1773 they had five children: Henry II, Edward, Mary, Joseph, and Margaret. My family descended from Henry II. His brother, Edward, became the most well-known of the five children who were brought to this country by their parents in 1783.

Edward attended Latin School in Carlisle. At the age of 12 in 1778, he was indentured for five years to Dr. Jonathan Creighton as a student of medicine. His indenture contract for his “preceptorship” was signed by him, Henry Tiffin his father, and Dr. Jonathan Creighton of Carlisle.

The conflicts around Carlisle, combined with the limited economic prospects and the rising social unrest across England, made the allure of America with its opportunities very attractive—except, of course, for the Revolutionary War that began in 1775. Henry and Mary with their

five children left England on the first passenger ship, the *Mary and Ann*, to leave Liverpool when the war was formally ended by the Treaty of Paris in 1783. They landed in Norfolk, Virginia, and settled in Charles Town, Berkeley County, Virginia, now in Jefferson County, West Virginia.

Amazing as it sounds to us today, Edward began his medical career at 18 and practiced medicine for 15 years during which time he married Mary Worthington, daughter of Col. Robert Worthington, a wealthy Berkeley County planter. Edward was a favorite in society and moved in the political circles of Virginia’s leaders which at that time included George Washington and Robert Rutherford.

When the Northwest Territory¹ came into the possession of the U.S. through the Treaty of Paris, Virginia was among several states asserting claims to the unsettled land. Virginia specifically laid claim to the lands between the Scioto and Little Miami rivers, which constituted the Virginia Military District of over four million acres. Each military officer from Virginia who served in the War for Independence was authorized to select the acreage to which he was entitled and have its boundaries surveyed. Thomas Worthington and Mary Worthington Tiffin were entitled to land through the military service of their father, Col. Robert Worthington. In brief, Thomas and Mary secured land, freed the slaves they had inherited from their father, and moved their families to the Scioto Valley in March 1798. Several of their former slaves moved with them, believing they, too, would have a better life in Ohio. After a month’s jour-

1. At the time of its creation, the Northwest Territory included all the land west of Pennsylvania, northwest of the Ohio River and east of the Mississippi River below the Great Lakes. The region was ceded to the United States in the Treaty of Paris of 1783.

Genealogical research for the President’s Corner was done by Lisa Smith.

ney, they arrived in Chillicothe, a town that had been established only two years earlier by Gen. Nathaniel Massie on his land grant. The town became the capital of the Ohio Territory and later the state capital in 1803.

Continuing with Henry J. Tiffin P's lineage, Edward (1766-1829) carried with him to Chillicothe a letter from George Washington to the governor of the Northwest Territory, Arthur St. Clair, recommending him for public service, which resulted in an appointment as the judge of the court of common pleas.

In the fall of 1799, Edward was elected to a seat in the territorial legislature. Three years later in the fall of 1802, he was elected as a delegate from Ross County to the convention which adopted Ohio's first constitution and formed the state government of Ohio. The following spring, Ohio became a state on March 1. Dr. Tiffin was elected their first governor without opposition. He was reelected to the office two years later in March 1805.

In the fall of 1806, Governor Tiffin learned of a military movement using a flotilla of flatboats to store war materiel and amass soldiers on Blennerhassett's Island in the Ohio River, actions connected to Aaron Burr's conspiracy to establish another country with the vast lands acquired in the Louisiana Purchase. The governor dispatched a militia armed with artillery who positioned their guns at a narrows near the island. Realizing the futility of trying to reach the island, the materiel movement was abandoned. Burr was arrested the following year in the Alabama Territory and charged with treason. Governor Tiffin received a letter of commendation from President Jefferson.

In the 1806-07 session of the legislature, Tiffin was chosen as senator to the U.S. Congress to succeed Thomas Worthington, his brother-in-law. He took his seat in March 1807. The senator suffered a great loss on July 1, 1808, when his wife, Mary, died. He continued his service in the senate until the session closed March 3, 1809, after which he resigned and returned to Chillicothe to retire to private life. They had no children.

He married Mary Porter on April 16, 1809. Over the next 10 years they had four girls. Then, in 1822, they had Edward Parker who would follow in his father's footsteps and became a doctor.

His fellow citizens wanted his representation in the Ohio Legislature and he obliged them, taking a seat in the house in December 1809. He was elected speaker unanimously when the legislature convened.

The U.S. Congress created the General Land Office in April 1812 and provided for the appointment of a commissioner at an annual salary of \$3,000 (comparable to \$62,000 in 2020 dollars). President James Madison conferred the job on Dr. Tiffin. The trip to Washington required two weeks of difficult travel by horseback. To create a functional land office, books, documents, papers, and maps had to be gathered from the several departments and bureaus of state, treasury, and war and reorganized as records of land grants and ownership to assure future legal documentation. The surveyor general of pub-

lic lands, the registers, and the receivers of the numerous land offices being formed in the west were placed under the direction and control of the new commissioner.

During this time, the War of 1812 was developing with widely separated battles that did not determine a clear victor—a wearying war that was wearing down both sides. Dr. Tiffin returned home in the fall of 1813 to settle his affairs and move his family to a mansion on the summit of Meridian Hill in Washington.

A strong British navy was able to attack U.S. shipping and cannonade harbors and ports at will. In August 1814, tactical errors and poor communication made it possible for the British to enter Chesapeake Bay, make a successful landing, and subsequently attack and burn Washington on August 24. Dr. Tiffin commandeered men and wagons and successfully moved the Land Office's documents, maps, land grants, paperwork, and general files to the safety of a barn in Loudoun County, Virginia, approximate-



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ly 10 miles from Washington. Many other departments and offices throughout the city lost their valuable documents and files in scattered fires burning throughout the capital.

Longing for his home in the Scioto Valley, Dr. Tiffin approached Josiah Meigs who was the surveyor general of the Northwest Territory about trading jobs. Meigs saw the trade as a career opportunity with a fifty percent increase in salary, and quickly agreed. After Dr. Tiffin persuaded President Madison the change was a wise move for the country, he obligingly assented. The U.S. Senate approved the president's nominations and the change was made.

Dr. Tiffin moved Meigs's Cincinnati office to Chillicothe. He continued his service as surveyor general of the Northwest Territory until July 1, 1829. Only seven years old at his father's death six weeks later on August 9, Edward went on to study medicine and earned his M.D. degree in 1850. After two years of post-graduate study in Paris, he returned to New York in October 1853. He died October 5 in an accidental fall from a train he was boarding to return home.

Joseph (1770–1842), the younger brother of Henry II and Edward, married Nancy Dorsey. They had three sons and three daughters. They also moved to Chillicothe, Ohio, where he began serving as postmaster in 1799. He saw military service during the War of 1812. I have not followed the lines of Henry Tiffin's daughters, Mary and Margaret, after they married, but they undoubtedly started many lines of relatives whose surnames were not Tiffin, but are our kinfolks. The following paragraphs trace the five generations from my three-great grandfather, Henry Tiffin II, to my father, Robert Alexander Tiffin (my grandfathers are underlined).

Henry II (1764–1838), the oldest of Henry I and Mary Parker's children, was born in Stainborn, Workington Parish, Allerdale District, in the county of Cumbria, England. After the family settled in Charles Town, Virginia, Henry married Mary Wickliffe Kincheloe (1765–1831) in Fauquier County, Virginia, on November 24, 1785. Fauquier County was a full day's travel from Charles Town.

Over the next 30 years, the couple had 12 children. Their residences in several states can be tracked by the birth records of their children. As a dowry, Mary's parents, John and Mary Kincheloe, gave their daughter 40 acres (the deed actually shows 39.98 acres).

Their children were Mary [Shackelford]² (b. Dec. 22, 1786, VA); George Elijah (b.1788, VA); Phoebe [Earl?] (b.1790, VA); John (b.1792, PA); Stephen (b.1794, VA); Robert Wickliffe (b.1797, VA); Edward (b. 1802, TN); Joseph (b.1805, OH); William (b.1807, OH); Clairbornn (b.1810, TN); Martha (b.1812, OH); and Susanne (b.1813, OH).

Mary Kincheloe Tiffin (d.1831) and Henry J. Tiffin II (d.1838) were interred in Frankfort, Ross County, Ohio.

My genealogy continues through Edward Tiffin who was born on Sept. 6, 1802 in Washington County, Tennessee, in the northeast corner of the state near the Virginia line. He was my great-great-grandfather. A family record supplied by Clairborn's great-grandson was found recently on a family group message board. "Three Tiffin brothers, Edward, born 1802, Joseph, born 1805, and Clairborn, born 1807, came to Alabama from Ohio on horseback with just what they could take."

At this time, no family or public records have been found that indicate what brought them to this part of the South, but apparently they arrived in 1826 or earlier. On April 18, 1827, Edward married Ann Graves in Blount County, Alabama, which is about 100 miles as the crow flies from where he eventually bought land and farmed near Red Bay. He was 24 and she was almost 17 when they married. Three years after Edward married Ann, his younger brother, Clairborn, married Ann's twin sister, Mary, on February 28, 1830. A Civil Register of County Officials records Edward's appointment on March 29, 1835, as a constable in Blount County.

Joseph served as justice of the peace in Blount County with terms that began on April 7, 1829 and April 4, 1832. In 1837 he was elected to the Alabama Legislature. He bought land three times in Blount County in 1838 and 1839.

Edward and Ann Tiffin had moved to Franklin County by 1840 according to land grants recorded by the Bureau of Land Management. He acquired additional acreage beginning in October 1840 in Franklin County and in Itawamba County, Mississippi. His last acquisition was in August 1856.

Many years ago, my father took me for a visit to the old New Hope Cemetery, a small burial ground just over the state line in Mississippi, about a 15-minute drive from my office in Red Bay. Great-great grandfather Edward (1802–1876) and great-great-grandmother Ann Graves Tiffin (1810–1889) are buried there. Clairborn and Mary Tiffin apparently remained in the Blount County area since he was buried in nearby Guntersville, Alabama, in 1852. Susanne Tiffin followed her brothers to Blount County. She was buried there in 1853. Joseph also moved to Guntersville. He died in 1860.

The children of Edward and Ann Tiffin were Alice (1828–1830); Henry Clay (1830–1915); Malinda Matilda [Collier] (1832–1922); Clayburn³ (1837–1910); William (b.1839); Amelda [Maloy] (1842–1932); Serena [Bullen] (1845–1922); Mary Ann [Maloy]

2. The married names of the daughters are in brackets. We did not find married names for Martha and Susanne.

3. They changed the spelling of Clairborn (sometimes Clairborne) to Clayburn.

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(1845–1897); Evalina (1847–1922); Edward Tiffin, Jr. (1849–1934); Nancy Ester [Waldrep] (1852–1893). Some of the leads we did not follow indicate the men the girls married moved their families to Texas and Oklahoma, which happened frequently after the Civil War. I'm sure we have a lot of cousins in those states and probably points further west.

My great-grandparents were Edward Tiffin, Jr. (1849–1934) and Loutisha Catherine Stamphill (1848–1934). They were married on July 26, 1865, just as the Civil War came to a close. Edward, Jr. and Loutisha had six children: Annie Elizabeth, William Vinson, Minerva Evaline, Robert, James Burdett, and Alice Viola.

Their oldest son, my grandfather, was William Vinson "Bud" Tiffin (1870–1953). He married Samantha Modena "Modie" Patterson (1882–1967) on February 2, 1899. Annie Elizabeth (1868–1956) married John Robert Thorn in 1889. Minerva Evaline (1874–1956) married John Hopkins; they moved to Birmingham. Alice Viola (1885–1973) married Oscar Gober in September 1903.

Their two younger sons, Robert "Bob" Tiffin (1876–1954) and James "Jim" Tiffin (1882–1956), were very successful businessmen who owned Tiffin Bros. Hardware and Furniture Company (see image below right) housed in an imposing three-story building on Fourth Avenue, the main street in Red Bay. Robert married Ida Wren, and James married Nellie Bostick. Standing in front of the building, from left-to-right are Ven Epps, Uncle Bob, John Davidson, the mail carrier, and Uncle Jim. Of course, they were my great-uncles. They sold furniture, hardware, and everything needed to run a farm. They also operated a drugstore and the post office. The cavernous building was heated with several coal stoves vented with flues that ran all the way to the third story roof. One winter night a few years after they opened a fire gutted the building and they never reopened.

My grandparents, Bud and Modie Tiffin, lived in Red Bay until my father, Alex, was five, when they bought a 360-acre farm north of Belmont, Mississippi, in 1916. With eight children to raise, the



farm was both their business and the best way to feed and support a family of 10. They lived there until all of the children were grown. During this time, both of Bud's parents, Edward Jr. and Loutisha, died in 1934 and were buried in the Ridge Road Cemetery, about four miles west of Red Bay in Mississippi.

When I researched the number of children per couple starting with my grandfather's generation, William Vinson "Bud" Tiffin, I noticed it was not at all unusual for couples to have 10 or more children. Of Bud and Modie's 10 children, eight survived, married, and had children. The

average lifespan was 80: three lived past 90, and three lived past 80. Of the eight survivors, five were girls and three were boys. The girls, including their first child, Virgie (1899–1967), Annie, Willard, Kathleen, and their last child, Mabel (1919–2011), married men with the surnames of Bostick, Barton, McKinney, Hellums, and Griffin, respectively. That gave me a lot of first cousins to keep track of whose last names are not Tiffin! The boys' names were Edward, Robert Alexander, and Hobson. Bud and Modie, my grandparents, are buried in the Red Bay Cemetery near where my parents were laid to rest.



It is interesting to note that the lives of their children spanned 112 years (1899–2011). My line descended through Robert Alexander "Alex" Tiffin (1911–2004).

Willard, my father's sister, married John H. McKinney. They lived here in Red Bay where they operated a general store. My father finished high school in

Continued on page 88



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Tea for two, and two for tea in the
2021 Allegro Bus 35CP

WHEN I STEPPED FOR THE FIRST TIME into this coach with its luxurious motorized twin recliners upholstered in Ultraleather, plus its contemporary ceiling and controlled lighting elegantly displaying the Pure Linen cabinetry, I thought of the romantic song, “Tea for Two,” and its enduring lyrics from the 1920s Broadway play, *No, No, Nanette*. In case you can recall only the first line, it will come back when you start humming it. Tony Bennett and Doris Day both recorded it and put it on the charts in the 1950s and the play enjoyed a Broadway revival in 1971. Google “Doris Day singing Tea for Two” and you’ll probably place an order for the 35CP for you and your sweetheart.

“Picture you upon my knee, just tea for two and two for tea,
 Just me for you and you for me, alone!
 Nobody near us, to see us or hear us,
 No friends or relations on weekend vacations,
 We won’t have it known, dear, that we have a telephone, dear.”

This coach is just for the two of you. No sofa with a hide-a-bed that might cause a hint for an invitation from friends or family to tag along. But, if you are a team working together in your private consulting business, the dining bar doubles as a work center with two laptop stations, plus an extendable table, file cabinet, and printer shelf. The 55-inch Lift-TV has a wall connection to select it as a second screen for your laptop. Invite clients into the coach to view YouTube sales or training presentations. With the 10kw generator, you can work independently from a corporate parking lot. When you rotate the driver and passenger seats and add the two very comfortable dining chairs, you have a six-person conference room. With sink and cooktop covers in place, your galley serves as a display area for company literature or a refreshment center for your guests.

Text and photography by Fred Thompson
 Special effects and art direction by Andy Cargile

The Daytime Living Area

The 35CP is actually 37'5" long. However, the rear closet and stacked washer/dryer require about 2'5" of depth in the rear of the coach, leaving the owner with 35 feet of usable living space. That said, let’s examine how the architects made use of their space in this beautiful apartment. The living area with the slide-outs extended measures 17'1" x 12'2". We will divide the space into three functional areas: the living and entertainment area, the dining bar and workstation, and the galley. The PS panaslide measures 25'3" and serves the living room, bedroom, and bath area. The two DS slide-outs serve the living room and bedroom.

THE LIVING & ENTERTAINMENT AREAS

First impressions—a spacious, airiness of the room is created by 34 square feet of windshield, plus the two large PS and DS windows (24"x 60" and 21" x 63"), the Pure Linen cabinetry (MSRP \$2,100) with Luster Sheen (MSRP \$700), the Tuscany Sea Salt porcelain-finished floor (MSRP \$1,330), and the “department store” lighting. Even if you are caught in the grip of the long, gray, cloudy days of winter, this 35CP’s bright LED lighting, complemented with the frequent use of string accent lights, will lift your spirits.

When there is a call for more subdued lighting, all of the accent lights are controlled by individual touch switches at the Spyder control center on the side of the cabinet above the double sinks. All of the sectional LED lights have zero-to-100% dimmers at the control center. Select subdued lighting to bright sunshine—whatever your mood at the moment. One of the best uses of the dimmers is to reduce the lighting while watching the

55-inch Lift-TV that rises in front of the passenger-side window.

You are in the lap of luxury when you put yourself in one of the twin motorized recliners with deep cushions covered in Ultraleather (MSRP \$1,400). One of the dual motors moves you from a seated to an almost prone position and any point in between, while the second motor elevates your shoulders and head for a comfortable TV viewing position. If you can stay awake in these two comfortable recliners, directional lights for reading are mounted in the base of the overhead cabinets, which offer 11 cubic feet of storage.

When guests are visiting, rotate the driver and passenger chairs 180 degrees and you have a pleasant conversation semi-circle. Tuning in soft background music from SiriusXM adds an ambiance to your visit or just your daily routine for work, reading, and relaxing.

Television & More. The coach’s primary entertainment venue is designed around the 55-inch LG television mounted on a lift which raises it from a concealed encasement behind the PS 77-inch dining bar with dual computer workstations. The stereo sound system with four balanced speakers in the ceiling is enhanced with a 38-inch sound bar architecturally installed in the handsome valance woodwork above the 24 x 60-inch window. A bass woofer is concealed under the dining bar. The coach’s three 42-inch televisions are located above the dash, in the bedroom, and in the exterior PS sidewall. The bedroom and outside televisions have 24-inch sound bars.

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, many campgrounds 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 (standard equipment but a subscription is required) coupled with Winegard's In-Motion Satellite Dish (MSRP \$1,450) provide a broad selection of entertainment and standard programming. Both the Wally and the LG entertainment 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 BP350 Blu-ray Disc™ Player with Streaming Services and Built-in Wi-Fi is standard equipment on the 35CP. The HDTV unit has Blu-ray/DVD/CD playback and built-in Wi-Fi with Smart Hi-Fi* compatibility. The LG system is certified by the Digital Living Network Alliance. The DLNA certification makes it easy to set up your home and coach networks to share and stream photos, music, and movies. For more information, see DLNA in Wikipedia. You can access premium content from providers like Netflix, Hulu Plus, and YouTube. The Blu-ray disc playback delivers full HD 1080p video performance along with hi-definition sound. LG's Blu-ray players also play DVDs, so there is no need to replace your old DVD collection. Not only that, DVD Up-Scaling via HDMI delivers exceptional 1080p im-

* Internet connection required and sold separately.

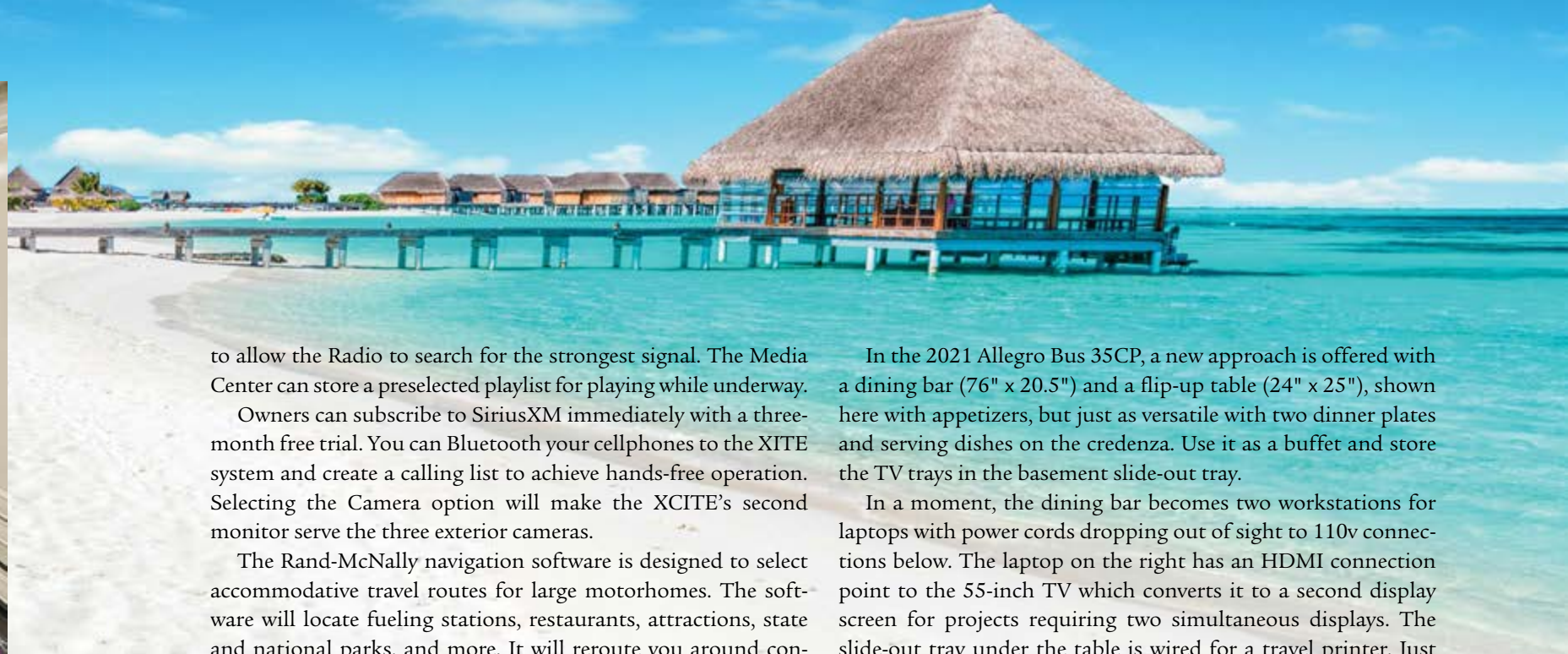
age quality. Connecting the LG to the Internet and the world of online content is easy when you have Wi-Fi built in. If you have an existing wireless broadband network, setup is simple.

Radio, Media, and Navigation. The video and sound options in the 2021 Allegro Bus are extensive. The Kenwood AM-FM radio with the optional JBL sound system (MSRP \$1,540) with 12 speakers and a sub-woofer is custom-tuned to provide an exceptional stereophonic sound experience for the cockpit of the Allegro Bus.

The Advanced Monitor System is an extensive upgrade (MSRP \$2,800) that includes an XITE radio with Rand-McNally navigation software designed especially for Class A motorhomes, two large monitors (6.37" x 8.25"), and a small interactive monitor the size of a large iPhone mounted on the wall next to the passenger. It allows the passenger to take full control of navigation and radio tuning. The JBL system must be purchased with the Advanced Monitor System.

The menu for the left monitor offers eight choices plus Setup. They include Radio, Media Center, SiriusXM, Bluetooth, HDMI, AUX, HD CAM, Camera, iPod, NAV, and Settings. The right monitor serves the three exterior cameras. The color XITE monitor provides a larger view of lane traffic on both sides of the coach by touching the LEFT, CENTER, or RIGHT icons across the top of the monitor. If the navigation software is running on the left monitor, the left or right turn signal will momentarily cancel the video to allow the driver to have a full view of side traffic in that direction. The optional 360 Camera View (HD CAM) option (MSRP \$2,072) provides night security with views on all sides of the coach. When you select HD CAM on the Menu, the security system offers eight views around the coach.

The graphics for the radio are large, making it relatively safe for the driver to choose six pre-selected favorites or touch SEEK



to allow the Radio to search for the strongest signal. The Media Center can store a preselected playlist for playing while underway.

Owners can subscribe to SiriusXM immediately with a three-month free trial. You can Bluetooth your cellphones to the XITE system and create a calling list to achieve hands-free operation. Selecting the Camera option will make the XCITE's second monitor serve the three exterior cameras.

The Rand-McNally navigation software is designed to select accommodative travel routes for large motorhomes. The software will locate fueling stations, restaurants, attractions, state and national parks, and more. It will reroute you around construction, weather conditions, and accidents. The iPod option will connect to your music on an iPod or an MP3 player. The Settings option allows the owner to set the parameters for audio, video, and system operations.

THE DINING BAR & WORKSTATION

Creative design is the key to getting versatile use from small spaces. Over the last decade, Tiffin has built thousands of its dinette computer-workstations in its motorhomes to provide owners with a space for both dining and using laptops and small printers to take care of business while away from home or the office.

In the 2021 Allegro Bus 35CP, a new approach is offered with a dining bar (76" x 20.5") and a flip-up table (24" x 25"), shown here with appetizers, but just as versatile with two dinner plates and serving dishes on the credenza. Use it as a buffet and store the TV trays in the basement slide-out tray.

In a moment, the dining bar becomes two workstations for laptops with power cords dropping out of sight to 110v connections below. The laptop on the right has an HDMI connection point to the 55-inch TV which converts it to a second display screen for projects requiring two simultaneous displays. The slide-out tray under the table is wired for a travel printer. Just below the printer, a Pentaflex filing cabinet slides out for easy access.

Use the full 55-inch TV to present a promotional video for clients you are visiting on a sales trip in the 35CP. Serve refreshments while they view the video in the unrivaled comfort of your theater seats. You can also rotate the driver's seat for a third viewing position. If your promo was professionally produced, you can make dynamic use of the sound bar and the ceiling speakers. Wow! The 35CP is a knock-your-socks-off sales machine! You may be surprised at how quickly IRS will permit you to write off this investment.





THE GALLEY

To create a feature-rich galley in the 35CP, the architects chose an L-shaped design with the residential-size double stainless steel sink facing forward, turned 90 degrees from its usual position in a Tiffin coach. The remaining part of the galley is built into the DS slide-out that also contains the theater seating.

With stored covers in place, the two cabinets offer 20 square feet of countertop area for food preparation or a buffet service. The appliances for the galley include the double sinks (18.5 x 15.5 x 9 and 16.25 x 13 x 8), the optional Wolf induction cooktop (MSRP \$2,100), the standard residential microwave-convection oven, and the optional Fisher & Paykel dishwasher (MSRP \$1,960). The black drawer handles and door knobs and woven cane backsplashes produce a handsome contrast with the Linen cabinets.

The Wolf induction cooktop produces faster boils and instant changes from one temperature setting to another, such as moving from a simmer to a boil. Increased speed and heat efficiency are the assets of the Wolf induction cooktop over Tiffin's standard True induction cooktop. In induction technology, electricity flows through a coil, generating a magnetic field under the ceramic glass surface. Once an induction-compatible pan is placed on the cooktop, currents instantaneously generate heat within the pan. Leaving an induction burner on will not create heat without an induction-compatible pan on the surface.

The residential-size Whirlpool microwave-convection oven has a brain that's about two steps ahead of mine. When you want to prepare baked potatoes, it senses from one to four potatoes you place on the turntable. A set of menu options takes care of everything from softening ice cream that's too hard to dip to steaming fresh broccoli. Moving to the convection side, menus provide info for baking everything from cookies to pot roast. Of

course, it will help if you spend an afternoon reading the Whirlpool manual and attending a class on convection cooking. I am so fortunate that Carolyn takes care of this side of our household responsibilities and the similar jobs when we travel in the motorhome. I was smart enough to marry a girl that majored in home economics and taught those subjects in high school.

It gets better, folks. You can talk to your refrigerator! The LG smart refrigerator lets you control key features by using the LG ThinQ app on your smart phone, or simple voice commands with the Google Assistant or Amazon Alexa. If you forgot to shut your fridge door and left the motorhome, the app alerts you. Think you need to buy extra ice for the party? Nope. Activate the IcePlus™ feature on your refrigerator with the push of a button on your cell phone or a simple voice command.

And the Fisher & Paykel dishwasher. Put your soiled dishes in the dishwasher after breakfast, lunch, and dinner, running the quick rinse cycle each time. Then run the wash cycle during the evening. When you open it the next morning, you'll find a drawer of sparkling clean dishes.

Let's talk about galley storage. Facing the Whirlpool oven, the small pantry-style slide-out on the left is designed for storing two shelves for seasonings. To the right, the cabinet offers 2.8 cubic feet of storage with two shelves. The top shelf is a slide-out. The narrow cabinet in the corner over the double sink has 1.2 cubic feet of storage that accommodates two or three adjustable shelves. The two cabinets directly above the sink are divided vertically, with two shelves on each side (5 cubic feet of storage). Notice the Spyder environment control center mounted in the end of this cabinet. We will come back to it later.

The door on the end of the sink cabinet conceals Tiffin's double slide-out drawer. The box in the top of the drawer is your



“potato box.” It slides back into the cabinet to expose the bottom section as you pull it out, yielding a total of 2.66 cubic feet of storage. The shallow pocket box on the side holds the solid surface covers for the sink. The dovetail joints on the corners of the drawer emphasize the quality of Tiffin’s cabinetry.

The cabinets under the cooktop include a stack of four drawers to the left of the dishwasher. The drawer under the dishwasher provides storage for the solid surface covers for the induction cooktop, leaving plenty of room for two skillets.

On the right side of the dishwasher, the top drawer has sectional slots for table service, cutlery, and cooking tools, plus a removable cutting board (see picture). The two large drawers each have 1.9 cubic feet of space (27 x 15 x 8).

Lighting for the galley is superb. Under the wall cabinets, two LED lights are positioned above the sink and three are above the cooktop. In the ceiling, two larger LEDs are positioned over the sink and three in the soffit above the oven. Notice the string lights concealed in the edge of the soffit.

Between the fridge-freezer and the dining bar, the architect placed a 33-inch wide, floor-to-ceiling cabinet. The top half of the cabinet houses two pantry slide-outs, each with three shelves (12 x 20 x 10) that are adjustable for the height of your contents. Each slide-out has a storage capacity equal to one of Tiffin’s floor-to-ceiling pantry slide-outs with six 6-inch wide shelves that you see next to the refrigerator in other models. Two drawers (13 x 14 x 3.5) under the double pantry add additional drawer space to this efficient galley.

The electric fireplace below the pantries is rated to warm 1,000 square feet of space. Two ducts at floor level just below the fireplace are also positioned here since it is also the best location for warm air distribution from the Aqua-Hot furnace.

The Bedroom

With a footprint of 12'5" E-W x 8' N-S, the bedroom relies on good design to make it function as a much larger space. First, the king-size bed is mounted on a sliding track that moves it 20 inches out into the room, making it easy to reach the head of the bed when you are changing sheets or making up the bed in the morning. When the bed is in its standard position, owners have a 43-inch wide passage across the bedroom to the walk-in closet. When the power bed is in the lift position, the head of the bed rises to give its occupants a comfortable position for reading or TV viewing. During the daytime, the lift position increases the width of the passageway to 53 inches between the end of the bed and the PS chests.

If reading in bed is your favorite pastime, you will enjoy a directional reading light mounted in the base of the overhead cabinets. You can also focus your light right on your book with a movable tubular-shaped light mounted on the wall. Full Spyder control panels

(in a condensed size) are mounted on both sides of the bed. Not only can you control the heating, lighting, and air in the bedroom, but throughout the coach and outside, too. Two USB ports are located on both sides of the bed along with 110v outlets.

Utilizing the space created by two rectangular tray ceilings, the architects installed AC and return air delivery ducts, accent lights, and LED lights. Extending several inches into the room above the slide-out fascias, each soffit has three large recessed LEDs plus the reflective accent lighting in its forward edges. Accent lights are also concealed in the toe-kicks of both chests. The Spyder control panel has separate switches for the accent and reading lights and dimmer switches for the ceiling and sconce lights.



Entertainment in the bedroom includes the 42-inch LG Smart TV with a 24-inch sound bar and the LG entertainment system which plays CDs, DVDs, and Blu-Ray.

Storage was not overlooked in the bedroom. The four cabinets over the head of the bed provide 10.5 cubic feet of storage. The two large drawers under the bed (each 39 x 21 x 11) offer over five cubic feet of “out-of-the-way” storage. The two PS chest-of-drawers are capped with Broadway countertops. The taller chest has a top compartment with louvered doors for the electronic entertainment equipment, a clothes hamper (1.75 CF) and two large drawers. The lower chest under a 17.5" x 28" window has four drawers (each 11 x 21 x 7.5).

Owners will enjoy the cross-room breezes created by the two sidewall windows in the bed slide-out and the large PS window. The two-speed overhead fan is standard.



The optional stacked washer-dryer (MSRP \$1,960) is tucked into the northwest corner of the coach's back wall, covered by a matching sliding door with louvered vents at top and bottom. Soap and softeners are conveniently stored in the deep shelf above the dryer. With the sliding door closed, full access is gained to the mirrored double-door closet (22.25 x 63 x 66). The 60-inch rod or tube for hanging your clothes is hollow with a half-inch opening facing the floor. A string of LED lights runs the length of the tube, focusing light across the top of your clothes. Two standard LED lights illuminate the whole closet. A 14-inch deep shelf runs the length of the closet above the hanging rod.

The elongated maserator toilet is mounted to a Broadway-topped storage box that also provides access to service points. The 110-volt breaker box was relocated to the cabinet above the toilet. A 3-speed exhaust fan is located directly above the toilet but adjacent to the shower where it can quickly remove the humidity.

With a footprint of 28.5 x 36.5 inches, the shower is formed on two sides with Tiffin's Broadway solid surface material and with 3/16-inch tempered glass on the two opposite sides. Two decorative panels of charcoal solid surface material are recessed into the Broadway. A redwood fold-down seat is mounted securely to the wall. A vertical chrome grab bar is handy for a steady entrance. The shower head and handle has a vertical sliding mount to adjust for any bather's height. The shower head's

flexible hose allows you to move the spray wherever you wish. The Aqua-Hot water heater/furnace provides an endless supply of hot water. After you get the water set at the temperature you prefer, the Water Miser (see dark blue circle above second faucet lever) allows you to turn the water off while you soap up or shampoo, and then get water at the same temperature when you turn it back on. Notice the shelf above the Water Miser and a soap dish below. The skylight has a sliding cover with an LED light that comes on when you close it. Just to the left of the glass wall is a swivel towel rack with four bars. The bathroom has an obscured sliding door that separates it from the bedroom.

Heating and Cooling

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

The Extraordinaire™ AC system in Tiffin coaches is enhanced by a state-of-the-art heating and cooling technology developed by Tiffin engineers. Modeled on the residential method of moving air, the system uses directional registers and return air vents placed on opposing sides of the ceiling: cooled air through the duct work on the PS 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 Allegro Bus 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 standard fireplace placed very close to the mid-point in the 35CP, 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 optional heated floors by Gold Heat (MSRP \$4,900) have two zones: bedroom & baths and galley & living area. We find it so comfortable and effective that we lower by five degrees the temperature setting for the room. Choose a selectable setting between 1 and 5 for the floor heat and you will enjoy a “new warm.”



The Bath

The bath area has a surprisingly large footprint: 10 feet E-W and 7 feet N-S. The vanity with its large lavatory is on the north end of the PS panaslide. Handsomely designed with its charcoaled cane backsplash and sidewall, the 51-inch vanity has a large patterned glass lavatory recessed into its Broadway countertop. The mirrored medicine cabinet is 4" x 21" x 22.5" with three shelves.

Everyone appreciates a well-lighted vanity and this one does not disappoint with four large LEDs in the slide-out ceiling immediately above the countertop. Two more LEDs are in the soffit just above where you stand in front of the vanity. Two stacks of drawers (each one is 17 x 10 x 5.5) flank a centered double-door cabinet with three cubic feet of storage.






Controlling Your Environment

The Spyder control center changes each year with regard to the models and the floor plans in each model. While they all are very similar, the following description is for the 2021 Allegro Bus 35CP.

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

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

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

By touching the rectangle labeled LIGHTING PAGE, or the Light Bulb on the folder at the bottom of the pad, you will open the LIGHTS folder with five sub-folders. If you are not a computer person, don't let the word "folder" throw you. They are just squares and rectangles on the screen that corral functions in a given area. In the LIGHTS folder, you have sub-folders for Exterior, Main, Bedroom, Bath, and Light Master. When you turn the Light Master OFF, it will remember all of the lights you had ON when you touched the Master. When you touch it again, the same set of lights will come back on. Lights with this symbol  can be dimmed to about 10 percent of its total lumens at the lowest point and 100 percent full value. Hold your fingertip on the triangle and the dimming screen will appear. With this folder, you can control all of the lights in the living area, bedroom and bath—one at a time—choosing the lights you need for your activities at the moment.

The POWER folder (a battery w/ lighting symbol) gives you the option for prioritizing your electrical devices in the motorhome. If every device were ON at the same time, the system would go

into overload mode and follow factory preset choices for shedding devices. On the right, the screen shows input from the generator or shore power and details voltage, amps, and hertz for each leg. The EMS (Electrical Management System) shows what is currently operating and what is OFF. As a new owner, you should ask for detailed training during dealer orientation for every option on this page including the inverter (pass thru/disabled), float charging, EMS (enabled/disabled), and AGS (auto generator start).

The CLIMATE folder is intuitive. In the 35CP, you have three AC/heat pumps on the roof. The screen shows FRONT, MID, and REAR. The red and blue arrows facilitate selecting the coach temperature you prefer. Heat sensors in the ceiling monitor when the desired temp is achieved. The AC should be run on the AUTO setting in most cases.

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

The Aqua-Hot also heats the coach's water using either diesel or electric power. For just washing your hands or preparing a meal, the electric power for heating water is usually sufficient. For continuous, unending hot water for showering, you will want Aqua-Hot.

Floor heat is a third option for heating the coach. Select numbers between 1 and 5 for floor heat, with 5 being the warmest. These are not temperature settings, just incrementations of heat, one of which you will find comfortable. Floor heat often reduces the amount of heat needed from the Aqua-Hot furnace.

The SLIDES folder addresses only the DS rear slide-out in the bedroom. Prior to using the slide-out control pad, you must first set the parking brake and turn the ignition key to the accessory position. Do not stop in the middle of extending or retracting the rear slide-out. Stopping can

cause misalignment. The front DS slide-out and the PS panaslide are operated from switches located in the top back of each driver and passenger chair. Be sure the chair backs will clear the slide-out sidewalls before extending or retracting.

It will take about 10 minutes to master the operation of the SHADES folder. The center section facilitates the operation of all the shades in the daytime living area including the cockpit: two switches for the solar shades (DAY MASTERS) and

two switches for the night shades (NIGHT MASTERS). On either side of the center section, you will see individual window switches for both day and night shades.

The MECHANICAL folder (two cog wheels) controls ceiling exhaust fans in the galley and bath, plus the bedroom ceiling fan. A sub-folder remotely locks the entry and bay doors. You will also see switches in this folder for the Lift-TV and the bed lift.

The SETTINGS folder allows the own-

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

Illustrations and text for the 35CP story continue on the next page. →

The 2021 PowerGlide Chassis marks it's 12th anniversary

It has been several issues since we have discussed the PowerGlide™ chassis. The 2021 model year marks the 12th edition of the Tiffin chassis which was thoroughly engineered in the beginning (see *rismag.org*, Oct. 2007, page 53) and has been refined constantly since its introduction in the 2010 Allegro Bus. In surveying owners in 2007, TMH found they were concerned about better handling, better driving characteristics, and solid control when braking. In his meetings with the design engineer, Bob Tiffin emphasized reliability, serviceability, and outstanding ride handling characteristics. Under the current leadership of Gary Harris, chassis production manager, Corbette Davis, lead chassis engineer,

and Brad Witt, director of operations, those goals are being met and exceeded.

Today, multiplex wiring with diagnostics is a key to the PowerGlide's design. The multiplexed electrical system with auto-reset fuses and relays uses less wiring and increases reliability, efficiency, and flexibility. Dynamometer testing on every PowerGlide chassis simulates full-power road testing, enabling engineers to better assess engine performance, cooling system functionality, and instrumentation. The PowerGlide's steel members are assembled with huck bolts, a precision engineered two-piece fastener that is vibration resistant. The huck bolt provides direct metal-to-metal contact when installed. The PowerGlide chassis

carries a Tiffin-backed limited warranty for three years or 50,000 miles against defects in materials or workmanship.

The PowerGlide for the 35CP has a wheelbase of 232 inches. With a GVWR of 41,000 lbs., the coach is powered by a Cummins 450-hp, L9 8.9L, electronic turbo-charged diesel with 1,250 lb/ft of torque at 1,400 rpm. It is mated with an Allison 3000MH six-speed automatic transmission with lock-up (torque converter). As standard equipment, it has electronic stability control (ESC) and automatic traction control (ATC). Contributing to its excellent ride, the PowerGlide has ZF-independent front suspension, four airbags, and automatic ride-height adjusters.

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The 35CP from the Outside

After construction is completed in the Red Bay assembly plant, each unit is driven to the Belmont paint plant six miles away in Mississippi. After two days in sanding and surface preparation, the coach is moved into the paint plant where 19 downdraft paint booths are in operation. After masking the chrome and other non-paintable areas, the coach receives its base coat followed by heat drying. Buffing follows the sequentially masking, painting, and drying of each color application during multiple passes through the paint booths. Finally, three applications of Clearcoat produce the exceptional finish admired on the Allegro Bus.

Just opening the door to this coach provides a stunning entrance of four lighted steps constructed with Tuscany Sea Salt porcelain, with a chrome-faced drawer hiding in the riser of the first step. But let's continue by exploring the basement and the equipment it contains. A brief tour will prepare you with questions when you make a live tour of a 35CP at your nearest dealership.

In the basement door next to the entrance, Tiffin installed the optional Truma fridge/freezer (MSRP \$1,750), a dual zone system that will keep frozen products as low as -8° F. and cooled items at 38°. It can be operated as "all freezer" or "all refrigerator." (1)

Moving toward the rear of the coach, the next door conceals the power slide-out storage tray (MSRP \$1,820) that measures 38.5 x 89 x 6. It has an overhead clearance of 19 inches for cargo on the tray. (2) The adjacent tray (not shown) pro-



vides access to the wet tanks.

The fourth storage door opens to a large compartment that also contains the power vacuum system. (3) The next door has nearly two cubic feet of storage and compressed air connections. (4) The last basement door houses the chassis batteries, electrical equipment, and relays. (5)

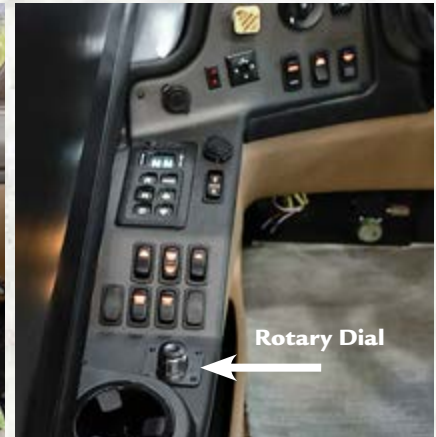
At the rear of the 35CP, the large louvered cover swings up out of the way on air shocks, exposing the 450-hp Cummins diesel. (6) All service and check points at chest high are easily reached. (7-8) Since the radiator is side-mounted, you can see the engine and its belt locations.

Turning the corner and moving up the driver's side, the DEF access door (9) and the 50-amp access door (10) are located on either side of the vented openings for the side-mounted radiator. Next is the door for the Aqua-Hot heating system (11) and the utility bay. (12)

The slide-out storage tray has a DS access (not shown). It can be fully opened from either side. Near the front of the coach, the Lifeline extended life batteries and the HWH compressor are located in the same compartment. (13) In front of the wheel on the corner, a small compartment houses the 12V breaker box and a compressed air outlet (not shown).

A pull-handle releases the slide-out in the front cap that carries the 10kw Onan generator. (14) The oil can be checked and the generator can be serviced when the slide-out is deployed. Other service points include the windshield wiper fluid reservoir.

The Cockpit and the Digital Dash



THE DIGITAL DASH

Introduced last year, the dash is centered around two 4.5-inch dials, one for MPH and the other for RPM. The MPH can be reset to KPH. Two trip meters operate alternately in the center of the RPM dial. All of the digital dash's functions are selected with a rotary dial in the left console.

In the 2020 Allegro Bus introduced in the summer of 2019, the control panel for the leveling system for jacks and air was located in a separate display installed at the rear of the console adjacent to the driver's forearm. This year it is part of the digital dash and much easier to use, controlled by the rotary dial still located in the left console at your fingertips. A pushbutton selector on top of the rotary dial allows the driver to move through the options presented for LEVELING the coach (*right center*). The options are Jacks, Air, or Combo. A selection will automatically implement leveling. If you select More, you can watch the leveling process (*right below*) and open another screen that permits manual participation.

Additional choices with the rotor include setting up two trip meters, checking tire pressures (*top right*), a pre-drive check list, and a wide choice of SETTINGS for U.S./metric info, colors used in the display, brightness, and your preferred info display for the center areas of the MPH and RPM dials. A press downward on the selector following each selection will record the choices you made.

The MPH dial area contains the odometer, the gear selected, cruise control, compass direction, fuel gauge, oil pressure, and engine temp.

In addition to the RPM, the right dial displays the DEF fuel level, house batteries, time, front and rear airbag pressure, and outside temp. The center area of the dial displays the folder for Settings, Pre-Drive check, and more. The center column of space between the dials shows Tag Dumped and Miles to Empty. Above the dials are 12 easily viewed warning signals.

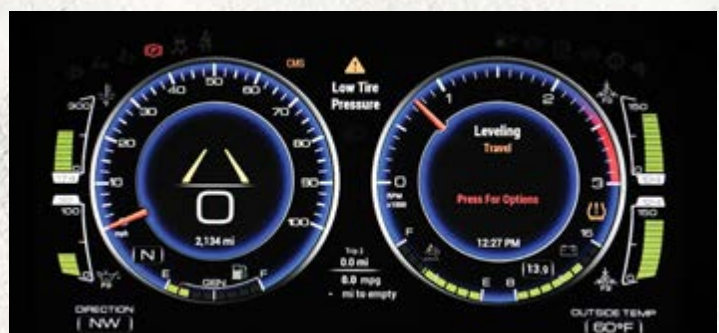
Using the rotary dial, the driver can move the entire digital dash up or down on its larger display screen to allow viewing it through the steering wheel, regardless of his/her height.

IMPROVED SAFETY FEATURES

In recent years, the optional Mobileye Collision Avoidance System (MSRP \$1,540) had a small digital circular screen (~ 1.5" in

diameter) that was located in available space on the dashboard. Its functionality has been expanded and the display now appears in the center of the 4.5-inch MPH circle of the digital dash. The Mobileye's functions can be programmed with driver preferences. A voice will remind the driver when the speed limit is exceeded by a specified amount, or not at all, if you prefer.

Tones will sound if the coach wanders from the travel lane while a yellow icon embedded in the side mirror simultaneously flashes. In multi-lane traffic, the yellow icon will begin flashing



when another vehicle overtakes your coach on either side, eliminating the so-called “dead zone” when for a second or two you cannot see the vehicle in your side mirrors.

A radar-based device in the front bumper is coordinated with the Mobileye and displays a car icon with the speed of the vehicle in front of you and its distance from your coach. If your speed places you within 1.5 seconds from that vehicle (e.g., at 70 mph you are traveling at 102 ft/sec; then 1.5 seconds = 153 feet), then the two circles in the digital dash turn red and begin flashing. It will get your attention!

If you are using cruise control and get too close to the vehicle in front of you, your speed will automatically be reduced enough to put you in the 1.5-second zone. If you find the safety features inconvenient or annoying, you can turn them off at SETTINGS. Personally, I am fascinated by the new safety features and find them reassuring.

Radio. The radio can be operated with the four finger touch switches on the steering wheel. On the right side under the edge of the windshield wiper controls, two switches control the volume and the station tuner. On the opposite side under the cruise controls, one switch is on/off and the other is the band selector. Of course, with the Advanced Monitor System, the passenger can program the radio and select stations.

Toggles. From left-to-right under the large monitors, nine toggles control the STEP COVER, DRIVER FAN, DASH ACCENT LIGHT, SOLAR SHADE, NIGHT SHADE, GEN START, MAP LIGHT, DOCK LIGHT, and RADIO/CAMERA.

HVAC. Denso’s three easy to see and operate dials control AC/Heat, fan speed, and vent selection.

Left Dash. Top left: parking brake, head & park lights, dash lights intensity. Bottom left: 12v port, mirror heat, mirror position. Toggles: ENGINE PREHEAT, AUX START, PEDALS IN/OUT.

Left Console. From top: gear selector, USB port, driver’s window. Toggles: (top row) AIR HORN, ENGINE BRAKE, ATC; (lower row) DRIVER SOLAR SHADE, DRIVER NIGHT SHADE. Rotor Selector for Digital Dash. Cup Holder.

Right Passenger Console. Spyder control pad for all front


items, lights in living area, power system, temp settings throughout coach, locks for entry and bays. Auxiliary monitor. Charging pad for iPhone. Two USB ports.

Driving the 35CP

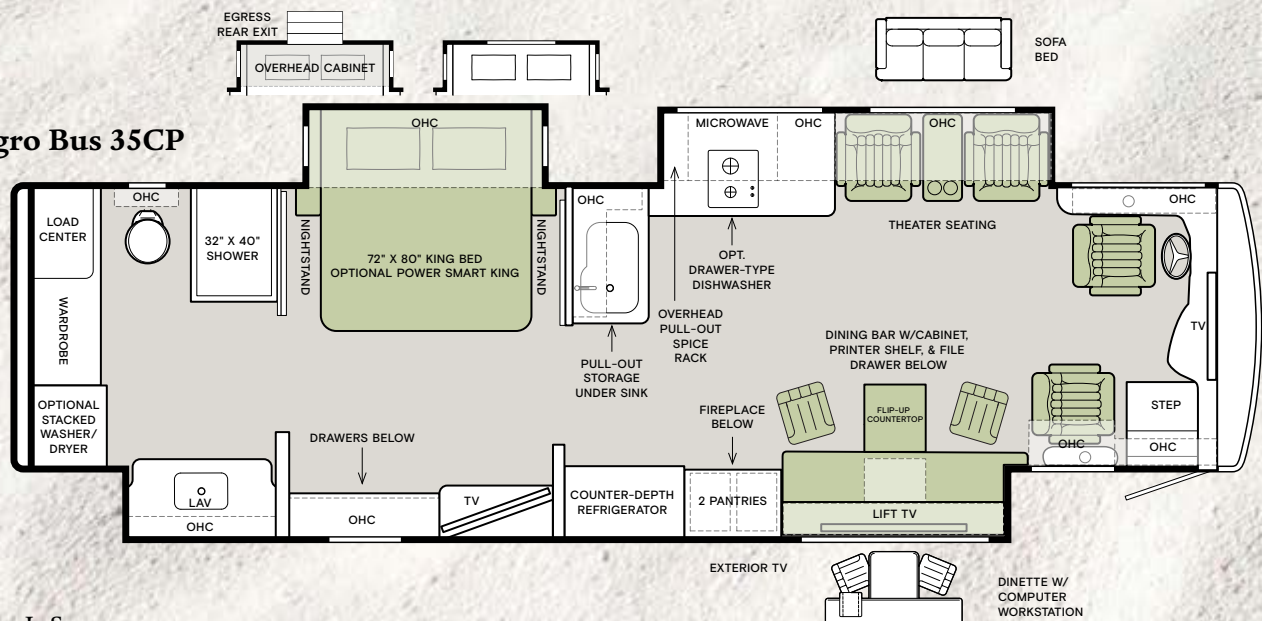
Powered by the Cummins 8.9L 450-hp L9 electronic/turbo-charged diesel with 1,260 lb/ft of torque at 1400 RPM, this shortest version (37'5") of the Allegro Bus selection for 2021 rides on a PowerGlide chassis with a 232-inch wheelbase. Weighing in at approximately one ton lighter than the 40AP and 40IP, this coach definitely has a little more kick on its take-off on the merge ramp of an interstate. While pulling my 3,500-lb tow car, it moved with assurance when I needed to pass an 18-wheeler to get out of a tight traffic situation. On long grades of 3–5 percent with the tow car, a full tank of water, and approximately 1,000 pounds of cargo, it lost 6 to 10 mph in speed.

As with all of the Tiffin coaches on PowerGlide chassis, the airbags controlled by the ride-height adjusters tremendously reduce the centrifugal force normally felt in curves. Tiffin’s concern for safety is seen in its recently introduced Electronic Stability Control (ESC) which adds stability in unanticipated situations such as quick lane changes and sharp off-ramp curves that otherwise might cause the coach to lean dangerously. A toggle switch at your fingertips in the left console provides high and low engine brake, a safety factor that will also help avoid constant braking.

Auto Traction Control was also introduced this year. ATC controls traction on slick or soft surfaces such as a field where you are attending a large rally or tailgating at a game. Owners will also notice low ratio steering that does not require constant steering correction to prevent lane wandering.

If you are driving for the first time with the Mobileye and the side view mirrors with the flasher alert for vehicles in your dead zone, put on your patience cap until you get accustomed to them. The safety features in this coach are outstanding and the aids will make you a better driver. Tiffin Motorhomes wants you to keep on “roughing it smoothly” – and safely! 

The Allegro Bus 35CP



SPECIFICATIONS: Model tested 2021 Allegro Bus 35CP, Three Slides

Base MSRP* – \$425,158 MSRP as tested with options – \$469,790

STANDARD FEATURES

Structural

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

Automotive

PowerGlide chassis
Allison 3000 MH six-speed automatic transmission with lock-up (torque converter)
Cummins 450-hp, L9 8.9L, electronic/turbo-charged diesel with 1,250 lbs.-ft. torque
Air ride (4 airbags)
Aluminum wheels
Independent front suspension
ABS brakes & two-stage compression engine brake
Automatic traction control
Electronic stability control
Adjustable fuel and brake pedals
VIP Smart Wheel
Side-mounted radiator
Cruise control
Fog lights
Daytime running lights
Emergency Aux start switch

General Exterior

Fiberglass front & rear caps
Dual fuel fills
Large tinted one-piece windshield
10Kw Onan® generator, manual slide-out
Auto generator start
50-amp service
50-amp power cord reel
Hi/Lo voltage protection
Solar panel prep
Three roof 15,000 BTU ACs with heat pumps
Heated chrome mirrors with integrated cameras, remote mirror adjustments
Back-up camera in rear cap
Two power roof vents with 3-speed fans
Single motor intermittent wipers
Exterior TV with sound bar
In-motion low profile satellite dish
Prewire for Traveler satellite
Gel-coat fiberglass walls
Full-body paint with protective film on front cap
Double electric step
Exterior patio and door LED lights
Exterior LED light on driver side
Girard powered door awning
Single Girard™ powered patio awning
Girard™ window awning package (3 windows)
Girard slide-out covers
Custom mud flap
Swing-out basement storage doors with gas shocks, remote locks
Pass-through basement storage
Basement cargo lights
Motion sensor lighting for basement storage
Remote locking system for entry and basement doors
Deadbolt front entrance door
Chrome handles on compartment doors
Flush mounted dual pane tinted windows
Docking lights
Heated water and holding tank compartments
SeeLevel monitor pad in utility bay
Exterior rinse hose with soap dispenser & paper towel holder
Six house batteries
2.8 kw pure sine wave inverter with 120-amp converter & transfer switching
Black holding tank flush system
Water filter
Gravity water fill
Undercoating
110v exterior receptacle
110v /12v converter
Digital TV antenna
Concealed air horns
In-motion low profile satellite dish
Cable TV ready hookup

Driver's Compartment

Power UltraLeather™ driver and passenger seats with passenger footrest
Contemporary wrap-around dash
Drawer in step well
Power step well cover
DS power window
Courtesy lights in step well

Lighted switches
Dual dash fans
Two-drawer center console
Cup holders on driver & passenger sides
12v disconnect switch
Kenwood AM/FM stereo with 7-inch monitor
XM satellite-ready radio includes receiver and antenna (requires subscription)
In-dash navigation system
Front overhead TV
Two USB dash receptacles
Passenger console with 9 Spyder switches & USB receptacles
Driver console houses gear shift, mirror controls, engine brake, shades, etc.
Power solar & privacy windshield shades
Power solar & privacy shades for DS & PS windows
Solid non-opening PS window
Custom infrared repeater system on all TVs
Color rear vision monitor system with side-view cameras activated by turn signals
Seatbelts integrated into driver & passenger chairs
Fire extinguisher

Living Area / Dinette

Dinette computer workstation with Lift TV
UltraLeather Air Coil hide-a-bed sofa
55" LG Smart+ color TV and sound bar
Electric fireplace

Galley

Polished solid surface countertops with sink covers
Double stainless steel sink
Built-in soap dispenser
Single lever sink faucet with sprayer
Double OH pantry above fireplace
Induction cooktop
Pop-up 110v & USB ports, stores level w/ countertop
Removable Broadway cook-top covers
Convection/microwave oven with exterior vent
LED task lights above countertop
Galley backsplash
Stainless steel residential refrigerator
Slide-out cabinet under double sink with compartments for sink covers & trash can
2.5" deep lighted toe kick
Power roof vent with 3-speed fan

Bath

Large medicine cabinet with mirror over vanity
Broadway vanity top with decorative glass lavatory
2.5" toe kick with recessed lighting
Four LED recessed lights over vanity
Full backsplash with rope lighting
Cabinet over toilet
Macerator toilet
Solid surface shower walls with grey stone insets
Shower wand with flex hose mounted on adjustable vertical slide
Built-in folding teak seat in shower
Skylight over shower with LED light in sliding solar cover
Aqua-Hot continuous hot water
Power roof vent with 3-speed fan
Floor-to-ceiling cabinet plumbed & wired for stacked washer/dryer
Wardrobe with double sliding mirrored doors

Bedroom

Ceiling fan
Four OH storage cabinets in bed slide-out
Bed comforter with designer pillows
Sleeping pillows with shams
Power Smart mattress with Memory Foam – King
Two deep drawers under bed
Night stands with 110v and USB outlets & solid surface countertops
Spyder controls for entire coach in fwd edge of both bed slide-out walls
Safe in closet wall
UltraLeather upholstered headboard framed with wood molding
Two Broadway topped chests with six drawers and clothes hamper
Side windows in bed slide-out with solar & privacy shades
Exit window with solar & privacy shades in PS slide-out
Carbon monoxide and LPG leak detectors
Entertainment system concealed in double-door cabinet

42" LG Smart+ television with sound bar
Dish® receiver (subscription required)
DVD player that works with sound bar for living room

General Interior

83-inch ceilings
Soft touch vinyl ceilings with lighted soffit ceiling in living area and bedroom
Porcelain tile floor throughout the coach (excluding slide-outs)
High gloss hardwood cabinet doors and drawers
Aqua-Hot hydronic heating system
Extraordinaire™ AC system
10-inch Spyder touch monitor for complete environmental control
Hand-crafted cabinets, fascias, & doors with concealed hinges
LED lighting throughout coach
Complete cable wiring (interfacing with satellite receiver)
Sound Bar
Powered solar & privacy shades in living area
SeeLevel tank monitors in Spyder control panel
Carbon monoxide and smoke detectors
Central vacuum cleaner with VacPan

OPTIONAL FEATURES ON THIS COACH

OPTIONAL FEATURES AT NO CHARGE

Frosted Granite full body paint
Generation 10 external paint scheme
Tempest II interior décor
Bedroom OH cabinets w/o window
Dining bar w/filing cabinet & slide-out printer shelf
Contemporary ceiling
Contemporary slide-out fascia
Grey Owl UltraLeather
Solid non-opening PS window

OPTIONAL FEATURES, ADDITIONAL COST

Pure Linen cabinets w/ Luster Sheen
Theater seating
Advanced monitor system
JBL sound system
360 Camera view
Basement freezer
Stainless rocker trim
Mobileye Collision Avoidance System
Dishwasher
One powered slide-out storage tray
External lights under slide-out
Heated tile floor
Extended cycle batteries
Power window awnings
Power exterior TV door
Three solar panels
Stacked washer/dryer
Tuscany Sea Salt floor tile
Winegard Connect
Wolf induction cooktop upgrade

OTHER OPTIONAL FEATURES AVAILABLE

OPTIONAL FEATURES AT NO CHARGE

Pure Linen cabinets in bath
Traditional slide-out fascia
Traditional ceiling fascia
Standard cherry cabinet finishes: Glazed Canyon, Glazed Cherry, Glazed
Natural Honey
Standard décors: Chanel, Latte II
Prep for solar panel
No cabinets with window above headboard
Valentino floor tile
Dinette-computer workstation w/Lift-TV
Two-burner True® induction cooktop
UltraLeather air-coil sofa-DS
UltraLeather: Tottoni Udon (req. with Art Deco); Silkwood.

OPTIONAL FEATURES, ADDITIONAL COST

Lithium batteries
Exterior roof ladder
Sterling cabinets (req. Luster Sheen)
Linen Slate/Sterling Combo cabinets (req. Luster Sheen)
Shadow Cabinets
Décor: Art Deco (Ralph Lauren fabrics)
Rear egress exit (req. bedroom OH cabinet option)
Slide-out storage tray (no power)

Blind Spot Monitoring
Wood refrigerator panels

MEASUREMENTS

Wheelbase – 232"
Overall length – 37' 5"
Overall height – 13' 3"
Interior height – 83"
Overall width – 101"
Interior width – 96"

WEIGHTS & CAPACITIES

GVWR – 41,000 lb.
Front GAWR – 17,000 lb.
Rear GAWR – 24,000 lb.
GCWR – 51,000 lb.
UVW – 35,460 lb. as tested
CCC – 4,466 lb.
Trailer hitch capacity – 10,000 lb.

POWER TRAIN

Engine – Cummins L9, 450-hp, ISL 8.9 liter, electronic, turbocharged diesel
Torque – 1,250 lb.-ft. at 1,400 rpm
Transmission – Allison 3000MH electronic six speed with two overdrives
Tire Size – 315/80R22.5 Michelin
Alternator – 210 amps

CHASSIS

Frame – PowerGlide chassis
Frame Design – Raised rail
Anti-locking Braking System – Full air brakes with Anti-locking Braking System (ABS)
Air Suspension (front) – ZF independent front suspension
Air Suspension (rear) – Dana axle with Reyco suspension
Shock Absorbers (front) – Sachs tuned
Shock Absorbers (rear) – Bilstein tuned
Leveling: Valid Air Leveling System in combination with HWH hydraulic automatic jacks

CONSTRUCTION

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

ACCOMMODATIONS

Sleeps – 2 adults
Fuel tank – 150 gallons
Freshwater – 90 gallons
Black water – 50 gallons
Grey water – 70 gallons

MSRP

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

UVW

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

DEALERS

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

PLEASE NOTE

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

Birding the Border in Southeast Arizona

BIRDS AND BIRDERS FLOCK TO LANDS WHERE GERONIMO ONCE ROAMED

SKY ISLAND COUNTRY AWAITS

This trip explores Arizona's unique Sky Islands. Sky Islands are mountain ranges over 6,000 feet high, continuations of Mexico's Sierra Madres. They are surrounded by radically hotter, lower grasslands. The resources that high, medium, and low elevations support are crucial to specific bird species' survival. Mountain tops in Sky Islands range from 6,000 to 9,400 feet. There are mid-elevation forested mountain canyons with streams; lower, warmer slopes with desert shrubs; and hot lowland grasses, marshes, rivers, lakes, and playas. Print the map and species

lists skyislandalliance.org/the-sky-islands/species-gallery/birds/. Some Mexican or Central American bird species, like the Elegant trogon and many hummingbirds, can travel no farther north than the Sky Islands and still fulfill their specialized needs. Other birds, like Sandhill cranes and many sparrows, fly south to winter here. Winter temps are mild for homo sapiens.

From the I-10 and I-19 junction in southwest Tucson, we'll take a southeasterly W-shaped loop back to I-10 at Willcox, Arizona, which is 80 miles east of the I-10 / I-19 juncture. Our I-19 corridor visits include Mission San Xavier

Text and photography by Suzanne Clemenz / Bird photography by William Lax and Gary Romig



Canyon Wren

PHOTOGRAPHY BY GARY ROMIG

Confession: My name is Suzanne, and I'm a birder. Decades ago, I thought robins were special because they actually had color. And weren't most other unidentified birds simply what birders call LBJs—little brown jobs? Then in 1986 I invited a budding wildlife artist, Lindsay Scott, to a picnic with friends. The picnic site had native trees flanking a dry creekbed. I asked Lindsay, "Can you find birds here?" She smiled knowingly, taking in the site's riparian habitat. So we trailed her for 15 minutes. Her comments were a revelation. Woodpeckers' wingbeats go flap, flap, fold, their flight visibly dipping on the folded count. Nuthatches probe for insects by going head-first down tree trunks, while Brown creepers probe bark searching bottom to top. We heard rustling in the decaying leaves. It was an Abert's towhee, jump-scratching for insects. Lindsay spotted a Zone-tailed hawk embedded with six circling Turkey vultures. The two species look almost identical, but vultures eat carrion while Zone-tailed hawks hunt live prey. Reptiles and songbirds glanced up unalarmed at the many vultures. The Zone-tailed hawk quickly swooped down for dinner. Then, from a nearby cliff, the lovely cascading song of a Canyon Wren elicited "Who was that?" from our delighted group. birdnote.org/listen/shows/song-canyon-wren Lindsay knew each species' markings and songs, whether it was resident or a migrant, and whether a species' gender colors and patterns look identical or different. Her depth of knowledge inspired me to buy a birding guidebook. My first species I.D.—my 'spark bird'—was a Northern flicker. Lindsay is now an international name among top wildlife artists. lindsay-scott.com/about.html I'm an intermediate level birder, probably because I have so many other interests, but birds will forever fascinate me.

I joined my local Audubon chapter's free half-day field trips and attended monthly programs. Birders eagerly shared their knowledge. There are about 60 million birders in the U.S. Most keep a Life List of species seen. There are roughly 18,000 bird species globally. Each is unique, even if they look similar. Even urban areas have many species.

Professionally-guided tour companies take you to birding hotspots on seven continents, from tropical birds in Yunan, China, to Antarctica's sea-birds and Emperor penguins. Southeast Arizona is often a listed destination. Tour guides optimize your time by handling lodgings, language differences, and knowing what species to find, and where. In the U.S., bird club members often serve as Birding Pals—free local guides (you buy gas and lunch). In Arizona, search birdingpal.org/az.htm Some Birding Pals assist during migration and breeding times; some specialize in Southeastern Arizona in winter. Most birding is done informally, with birding friends, because the more eyes, the more birds are seen.

Optimal birding binoculars are 8 x 40 power. Before heading to Southeastern Arizona (Southeast,) order *Finding Birds in Southeast Arizona* by Tucson Audubon Society, plus a general field guide such as *Sibley Birds West*, by ornithologist/artist David Sibley. Get the essential map, Southeastern Arizona Birding Trail. All are available at tucsonaudubon.org. Download the colorful, in-depth, iBird Pro to your cell phone. Pack a hummingbird feeder, sugar, and a seed feeder for your trip. Hang the feeders at each campsite. Travel partners should keep separate lists. Only add to your list when you've clearly seen or heard a species' identifying characteristics. And remember that Arizona's low humidity dries you out, even in winter. Carry water!



del Bac, Madera Canyon, Buenos Aires National Wildlife Refuge, Tubac Presidio, and Tumacacori Mission. Then heading east on Hwy 82 is Patagonia State Park, Paton's Hummingbird Center, and Patagonia-Sonoita Creek Preserve. Next, eastbound on Hwy 82 through Sonoita, then south on Hwy 92, to Sierra Vista's Huachuca Mountains, with their famous birding canyons. Highway 90 eastbound from Sierra Vista includes the San Pedro River Riparian Reserve, historic Bisbee, and the Holy Grail of Southeastern Arizona, Whitewater Draw's thrilling Sandhill crane reserve. Another Sandhill crane bonanza at the north end of Hwy 191, in the Sulphur Springs Valley, is the 2,400-acre Willcox Playa, which attracts a plethora of wintering birds. The *Southeastern Arizona Bird Trail* map describes additional birding areas near this entire route to explore on your own. Many states have multiple Birding Trails.

Print out Tucson Audubon Society's *Checklist of Birds of Southeast Arizona*. Look for species coded *w* for winter, *C-t-w* for common but transient in winter, or *F-w* for fairly common in winter. The checklist documents about 470 year 'round species, including 125 that winter or reside in the Southeast, but are unknown or uncommon in other states. The birds pictured here are weaned from those 125 species.

DIVERSIONS ALONG I-19

In the late 1600s, Jesuit priest Eusebio Francisco Kino—Father Kino— accompanied Spanish explorers on trips up Mexico's west coast into Primeria Alta—today's Southeast Arizona. He

respected the O'Odome peoples along today's I-19 area, and they appreciated Spanish defenses against powerful raids by Geronimo's Apache Indians, a more easterly tribe. The Spanish utilized O'Odome craftsmen to build a military garrison (presidio) at Tubac in 1752, and a nearby mission at Tumacacori in 1800. Apache raids and European diseases caused turmoil for decades. In 1853 the Gadsden Purchase made southern Arizona part of the U.S. In 1886, Apache warrior Geronimo, exhausted from restricted freedoms, and greatly outnumbered, surrendered to U.S. troops. history.com/topics/native-american-history/geronimo

Take Exit 92 on I-19 to **Mission San Xavier del Bac**—“White Dove of the Desert.” Father Kino died in 1692 without completing a church here. A subsequent Franciscan priest, Father Velderrain, hired Spanish architect Ignacio Gona to design this mission. The interior décor is rich with European-style Baroque frescoes and





Madera Canyon's Santa Rita Lodge has roofed public decks with many sugar water feeders and seed feeders. Madera Canyon's parking pull-offs, picnic areas, feeding stations and trails have separate online *eBird.org* hotspot reporting sites.



The Santa Rita Mountains' highest peak, 9,423-foot Mount Wrightson, graces Madera Canyon Road. Besides trails along Madera Canyon Drive and at its end, the lower grasslands have dirt roads suitable for small SUVs that can yield rare sparrows and other species.

statues. A Tucson non-profit, Patronato San Xavier, has raised millions since 1978 for ongoing stabilization, structural restoration, and interior artwork repairs by expert European conservationists. While away an hour here.

The Santa Rita Mountains' Madera Canyon, south of Green Valley, is a Southeast birding hotspot year-round. The website friendsofmaderacanyon.org/birding/ lists species to look for on trails through the grasslands, along Madera Canyon Road, and up to Mount Wrightson's trailheads. Explore the website for Quarterly Reports of Birds seen, and where, during the 2018-19 winter. The website has road and trail maps, and great input. A few win-

ter bird possibilities include three species of quail; Whiskered screech owls; four hummingbird species; Townsend and Olive warblers; and a host of special sparrows, including Cassin's, Rufous-crowned, and Yellow-eyed juncoes. Be sure to stop at the roadside ramada with birdfeeders by Santa Rita Lodge's birding-supply/gift shop. Spend an hour or more feeder-watching to see what shows up—besides hummers, deer, and wild turkeys.

Don't drive your Tiffin into the canyon. You'll have trouble parking and turning around. Madera Canyon campsites cannot accommodate motorhomes. DeAnza RV Resort at 2869 East Frontage Road, Amado, Arizona, is big-rig and birder friendly, and centrally located to I-19 attractions.

BOUNTIFUL BUENOS AIRES NATIONAL WILDLIFE REFUGE—SOUTHEAST'S NOAH'S ARK

After leafy Madera Canyon, go south to I-19's Exit 48, Arivaca Road. Wind gently along the Cerro Colorado Mountains for 20 miles to tiny Arivaca, your first trails into Buenos Aires National Wildlife Refuge (BANWR). BANWR covers 117,000 acres, primarily of pristine grasslands and low hills. A northwest extension leads into woodsy Brown Canyon below Baboquivari Peak, where a reservation is required to enter BANWR's Environmental Center and trail. A southeast extension of BANWR includes Arivaca Cienega (marsh) and Arivaca Creek trails, and Arivaca Lake. Bird species seen here number 330, including 148 in winter. Mammals, from skunks to cougars, including pronghorn antelopes, number 24. There are multiple bat species, rodents, turtles, lizards including the Gila monster, and 26 snake species. There's even one marsupial, the Mexican opossum. This is indeed a refuge! December through February is reptiles' less active season. Learn at tucsonherpsociety.org/about/living-with-venomous-reptiles/. BANWR bursts with songbirds, hawks, ringtails, coatis, foxes, rabbits, and evening bats gobbling insects. Print out this bird- and watchable-wildlife list, organized by habitat and season: fws.gov/refuge/Buenos_Aires/wildlife/species_lists.html. The refuge is laced with dirt roads, some good, some rough—all are worse after rain. These roads are where you'll want to spend time at BANWR, driving your tow car. There are 83 free, numbered, dry campsites. A blogger posted that 8 or 10 roads have a numbered boondocking campsite for big rigs—similar to an African veldt RV campsite. You'll be surrounded by wildlife to scout. Get official input at the visitor center south off Hwy

Throughout the article, campgrounds close to our birding expeditions are mentioned. For more information, see page 50.

286. The Border Patrol *will* move you out of any tents-only sites. Arivaca itself has two modest but well-run RV Parks, **La Siesta**, and **Universal Ranch RV Village**, with power and water.

Your first BANWR excursions are riparian walks at Arivaca Cienega (marsh,) and Arivaca Creek trails. Look for wintering waterfowl, including Wood ducks and Cinnamon teals. Also find Greater yellow-legs, Great egrets, raptors like Harris's hawks and Golden eagles, and Inca doves—for starters. This is an Audubon Important Bird Area: audubon.org/important-bird-areas/arivaca-cienega-and-creek/. **Arivaca Cienega Trail**, 1.3 miles long, begins just before town at the BANWR parking lot's picnic area. It loops through a mesquite bosque (woodland) and marshlands of Arivaca Creek. **Arivaca Creek Trail**, 2 miles west of town off Fragueta Road, is 1.2 miles long, making separate loops of Arivaca Creek and Fragueta Wash. The trail is flat and firm-surfaced. The uneven Mustang Trail begins where Cienega Trail ends. Combined, it's a 4.4-mile hike. There is a 935 foot elevation gain at Mustang Trail's end. Last, 90-acre **Arivaca Lake** is south of Arivaca about nine miles, and is an *eBird.org* birding hotspot. Take South Ruby Road-Fragueta Road briefly until it branches left onto South Ruby Road. Continue several miles to Arivaca Lake Road. The latter is dirt—not advisable after rain, but undeniably scenic. Between October 2 and November 12, 2020, 114 Arivaca Lake species were reported and listed at ebird.org/hotspot/L284416?yr=all&m=&rank=mrec. Some specialties included Hammond's flycatcher, Common ground dove, Tropical kingbird, Lawrence's goldfinch, and Painted redstart.

Back on Arivaca-Sasabe Road, turn west into the heart of Buenos Aires NWR. Your wall-to-wall western horizon is the Baboquivari Mountains, the westernmost Sky Islands. Baboquivari Peak, 7,735 feet high, dominates the horizon. Explore Arivaca/Sasabe's multitudinous side roads—that's where the action is! Then turn south on Hwy 286/South Sasabe Road to BANWR's Visitor Center, open 9 a.m.–4 p.m. Tuesdays through Saturdays, November–April. Contact 520-823-4251, or fws.gov/refuge/buenos_aires. On the visitor center road, continue to vista-filled Pronghorn Road's 10-mile dirt road loop, where the deer and the antelope truly do play. The clearance of a mid-sized SUV is desirable. Enjoy the wildlife, the sweeping scenery, and the picnic area. Birds include Scaled quail, the endangered Masked bobwhite, Rough-legged hawks and Golden eagles, and both the Western and the Southeast Arizona morphs of Horned larks. Return to I-19 via Arivaca Road.

A marsh-side viewing platform on BANWR's 1.3-mile Arivaca Cienega Trail lets you peer into the marsh reeds and water. Stay quietly for a while so shy marsh birds will come out between the reeds or up on their stems. Marsh wrens may pop up to your kiss-like sounds.

BANWR's smooth, easy Arivaca Creek Trail has figure-8 loops around portions of the creek, after first passing through a mesquite tree bosque. Eventually the trail connects with Mustang Trail, which climbs 935 feet near its end.

Buenos Aires National Wildlife Refuge boasts 345 bird species and a cornucopia of mammals, reptiles, and invertebrates. Want to see antelope? Take the Pronghorn Drive loop past the visitor center off Highway 286. Baboquivari Peak pops up everywhere in the refuge.



A LIVELY PRESIDIO TOWN AND ITS HISTORICAL MISSION

You can visit charming Tubac and its old Spanish military presidio, go birding along Santa Cruz River's riparian corridor, and visit Tumacacori's mission and grounds in four to eight hours. **Tubac, I-19 Exit 34**, is like the Sedona of Southeast Arizona. The Tubac Village complex has one hundred shops,

Some of the species identified in our



1. Crane, Sandhill, by W. Lax



2. Dove, Inca, by W. Lax



3. Dove, White-winged, by W. Lax



4. Flicker, Gilded, by W. Lax



5. Hawk, Gray, by G. Romig



6. Hummingbird, Anna's, by W. Lax



7. Hummingbird, Broad-billed, by G. Romig



8. Hummingbird, Costa's, by G. Romig



9. Hummingbird, Magnificent, by G. Romig



10. Hummingbird, Violet-crowned, by G. Romig



11. Junco, Yellow-eyed, by G. Romig



12. Owl, Mexican spotted, by G. Romig



13. Phainopepla—female, by W. Lax



14. Quail, Gambel's, by W. Lax

Southeastern Arizona birding tour



15. Quail, Montezuma's, by G. Romig



16. Quail, Scaled, by G. Romig



17. Roadrunner, Greater, by S. Clemenz



18. Sparrow, Baird's, by G. Romig



19. Sparrow, Rufous-winged, by G. Romig



20. Tanager, Hepatic - red male, by G. Romig



21. Thrasher, Curved-billed, by W. Lax



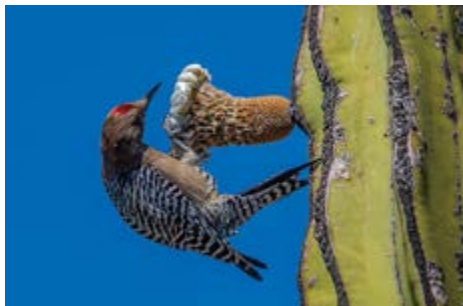
22. Titmouse, Bridled, by G. Romig



23. Verdin, by W. Lax



24. Woodpecker, Arizona, by G. Romig



25. Woodpecker, Gila, by W. Lax



26. Wren, Cactus, by W. Lax



27. Wren, Canyon, by G. Romig

The bird species found in Southeastern Arizona in winter are shown here in alphabetical order. Some are exclusive to the area or are not widespread elsewhere. Digital bird art is by artist Gary Romig. He photographs the

bird's habitat and then creates the bird in Photoshop using pen and tablet. William Lax, a Tiffin owner and former professional photographer, now photographs for creative enjoyment.



Tubac Presidio's Griffin Museum exhibits Native American, Spanish, and regional historic American items. One room has the still-operable Washington Printing Press, which published Arizona's first newspaper. Sometimes the press is demonstrated.



The original 1885 Territorial Schoolhouse in Tubac Presidio hosts area children, dressed in period costumes, for a half-day of 19th century style classes and recreation. Try passing an 1895 eighth-grade test!



A small mission church, priest's quarters, storage rooms, and a circular mortuary still remain within Tumacacori National Historical Park's adobe walls. On the Santa Cruz River side of those walls is the maintained old orchard and the DeAnza Trail. And birds galore.

restaurants, and galleries with fine quality offerings. Restaurants like Wisdom's DOS!, galleries like Art Gallery H, fun shops like Tumacookery and CuiTaca Furniture invite browsing. Tubac Center of the Arts has galleries with nationally juried art, live performances, a gift shop, and workshops. **Tubac Presidio State Historic Park** in the right rear area of the complex has Spanish-era historic buildings—school, church, museum, art museum, and more—filled with excellent exhibits that bring presidio times alive. Pick up a printout of the Self-Guided Walking Tour, which includes historic homes and buildings inside and around the presidio grounds. Behind the com-

plex facing east are tall trees along the Santa Cruz River, with a portion of the eventual 1200-mile-long historic De Anza Trail from Mexico to San Francisco. Walk south three miles on this very 'birdyful' trail to Tumacacori Mission. You might find a wintering Elegant trogan!

Continue down Tubac's frontage road to **Tumacacori Mission, a National Historic Park**. Constructed from 1801–1823, it was never completed. Though stabilized, there are no plans for restoration. You can visit the mission, and an adobe convent, circular mortuary, storage building, and the museum. An old fruit orchard outside the east walls leads to the sometimes dry Santa Cruz River's **Juan Bautista DeAnza National Historic Trail**, and great birding. You can also access the trail from **I-19 Exit 17 in Rio Rico**. Of the six currently certified segments of the eventual 1200-mile trail, this may be the birdiest. eBird.org lists 114 species reported just from mid-October to mid-November, 2020. A few highlights include Black-bellied whistling duck, Ruddy ground dove, Inca dove, Common black hawk, Painted redstart, Common yellowthroat, and Green kingfisher. Of special note, rare Rose-throated becards have nested, and even wintered here, in the last few years. Tumacacori's Museum replicates architectural details of historic Spanish buildings. Don't miss the three special dioramas of historical scenes, with detailed hand-made wax figures. Preview this online in a short video, *Tumacacori – Little People Made of Wax*.

TINY PATAGONIA IS BIG IN THE BIRDING WORLD

At **Exit 8 on I-19** in Nogales, Arizona, take the I-19 Business Route, called Grand Avenue, to the turnoff via Hwy 82 to Patagonia and Sonoita. Roughly seven miles up Hwy 82 is the hilly, spacious **Patagonia Lake State Park**, where every RV space is close to the lake. You'll enjoy a visitor center, beach, picnic armadas, boat ramps, a marina, cabins with views, fishing, hiking, excellent birding, and a market that handles boat rentals. November through March there are Monday and Friday guided bird walks, Covid permitting, and you can reserve a free guide for birding by boat—temporarily Covid-cancelled. Fishing offers crappie, bass, bluegill, redear, catfish, and trout. The east end of the lake has a terraced amphitheater with bird feeders and lake views. Just beyond it is a lush marsh-side habitat with a wooded trail to Sonoita Creek's outflow into the lake. For the week ending 11/22/2020, 106 species were reported. Check *eBird.org*.



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Patagonia Lake's east end trail passes through a terraced amphitheater with feeders filled during winter months. It continues down to a trail along a marsh, and then to Sonoita Creek's outflow into the lake, both harboring a plethora of birds.



Tucson Audubon Society's Paton Hummingbird Center was owned by Mr. and Mrs. Paton for decades. The public viewed their sugar-water feeders from shaded seating. It is considered the most reliable place to see Violet-crowned hummingbirds in the U.S.



Sonoita Creek flows through The Nature Conservancy's Patagonia-Sonoita Creek Preserve at the edge of Patagonia itself. The creek is a rare perennial stream that creates a luxuriant riparian area. The Preserve's road is occasionally beside the creek.

Patagonia, population under 1,000, is eight miles farther up lovely Hwy 82. McKeown Avenue, the town's main street, forks to the right from Hwy 82. **Patagonia's Visitor Center** is at McKeown and North 3rd Avenue. McKeown bends just past the northeast end of town and becomes Harshaw Road, where you'll quickly see **Patagonia RV Park**. After early morning birding, try Gathering Grounds Cafe for fresh pastries, breakfast and lunch. Velvet Elvis has classy gourmet pizzas, calzones, and salads for lunch or dinner.

Turn northwest onto 3rd or 4th Avenue in Patagonia, then left on Pennsylvania Avenue, which becomes Blue Heaven Road. The last house at left is the famous **Paton's Hummingbird Center**, owned by Tucson Audubon. The grounds are closed due to Covid, but they thoughtfully keep hummingbird and seed feeders near the roadside fence. Birders park, watch, and photograph all day. Over decades, 234 species have visited this yard, and between October 23 to November 16, 2020, visitors reported to *eBird.org* 104 bird species seen from Paton's fence line: ebird.org/hotspot/L247122. Google *Paton's Hummingbird Center webcam* to watch webcam videos and a live cam for hummingbirds.

Blue Heaven Road, just beyond Paton's, is flanked by the **Patagonia-Sonoita Creek Preserve**, one of The Nature Conservancy's great properties. Sonoita Creek's watersheds are Sky Islands of the Patagonia and Santa Rita Mountains. This perennial stream and its very high biodiversity create havens for migrating birds, butterflies, and other resident animals. In this area, 304 bird species have been documented, including rarities like the Rufous-backed robin, White-tailed kite, Winter wren, and Clay-colored sparrow. Although the Preserve's visitor center and hiking trails, including a 1.9-mile loop trail, and three smaller trails, are closed for the pandemic, you can walk down the road, pausing and watching when Sonoita Creek is roadside.

OUR HUACHUCA MOUNTAINS MIGRATION

Twelve miles east of Patagonia on Hwy 82 is Sonoita, Arizona, a wine-growing region. Sonoita has a dozen wine-tasting venues, and an online map. Sonoita has eateries but no RV parks for roosting after sipping. Eastbound, you'll cross the northern end of the Huachuca (*wah-chew'-kuh*) Mountains. Be aware! Pronghorn antelope herds may sprint across the road. Turning south on Hwy 92, the city of Sierra Vista, an outgrowth of the U.S. Army's Fort Huachuca, is about 10 miles south. Perhaps because the Fort provides shopping and services to its thou-

sands of soldiers and staff, there is no Main Street or defined downtown area in Sierra Vista. There are plenty of shopping malls and entertainment, and the Huachuca Mountains for outdoor recreation. Enjoy a lovely stay at the **Sierra Vista RV Park**, 733 South Deer Creek Lane. For a special lunch or dinner, try Tandem Upscale Dining at 2047 South Hwy 92. Dinner delights include Mushroom Sachetti—braised short ribs with wild mushrooms and porcini dumplings. Soooo good!

The reason for Southeastern Arizona's unique biodiversity in the Sky Islands of the Huachuca Range is that the ecosystems of Mexico's Sierra Madres, the U.S. Rocky Mountains, and the Chichuahuan and Sonoran deserts intersect here. There's nothing like it, anywhere, and your introduction is imminent. Fort Huachuca, established in 1877, was positioned to keep Geronimo's nearby Apaches from racing down the San Pedro and Santa Cruz valleys into Mexico. I saw my first Elegant trogan inside **Fort Huachuca's** beautiful **Garden Canyon** years ago. The Fort has three other bird-rich canyons, but during Covid, entrants need a local military sponsor. Call the main gate for current access and identification requirements at (520) 533-3269.

The canyons south of Sierra Vista along Hwy 92 are Ramsey, Carr, Miller, Ash, and Coronado National Memorial. There is NO RV parking or camping at any of them! You might see the Huachucas' wintering species in any of them. The hummingbird feeders at Ramsey Canyon, Miller Canyon's Beauty Orchards, and Ash Canyon Bird Sanctuary are magnets for hummers. There are picturesque trails in all the canyons, some interconnecting. Choose a trail, and you'll find birds dependent on that trail's elevation and flora. The drives into each canyon are scenic and grand. The Southeastern Arizona Bird Observatory, (SABO), sabo.org/birding-guide/birding-hotspots/huachuca-san-pedro/ has excellent details about each canyon and its trails. Tucson Audubon Society's website, tucsonaudubon.org/go-birding/south-east-arizona-rare-bird-alert/ can help you decide daily destinations with its posted sightings of rarely-seen birds. An asset of winter birding is that many higher elevation birds have moved lower to avoid occasional mountain snows. Here are hiking trails for the canyons: fs.usda.gov/recarea/coronado/recreation/hiking/recarea/?recid=25468&actid=50.

The Nature Conservancy's **Ramsey Canyon Preserve**, 300 acres off of Hwy 92, is famous for summer's possible 15 hummingbird species. The feeders by the visitor center and lodge are visible with binocs from the parking lot. All Nature Conservancy

Ramsey Canyon Preserve, owned by The Nature Conservancy, is narrow and cool. Access to the well-maintained Creekside Trail is via the visitor center. The trail's bird list has about 200 bird species, including 15 hummingbirds. It's not open daily—check first.

Carr Canyon's entrance road may be the prettiest in the Huachuca Range. Undulating stone ramparts eventually provide glimpses of a high waterfall. When the steep, bumpy, dirt road from Carr Canyon is dry, brave its hairpin turns to visit the waterfall's vista point.



trails are closed during Covid 19. Winter hummers include Black-chinned, Broad-tailed, Broad-billed, Magnificent, Rufous, and Anna's. Hamburg (Ramsey Canyon) Trail ultimately ascends 3,500 arduous feet, but hiking Hamburg's lower trail within Preserve boundaries is moderate, and your rewards could include Bridled titmouse, Spotted towhee, Painted redstart, Sulphur-bellied flycatcher, and Elegant trogan.

Carr Peak above Carr Canyon is 9,229 feet high. Carr Canyon's entrance road has a picnic area on the north side. Opposite are trails to Carr House Visitor Center, and also the Perimeter trail, 3.75 miles to Miller Canyon. From the little bridge .3 mile beyond Carr House, drive another 2 miles up the dirt road to the waterfall overlook at 6,565 feet elevation. Relax, sip hot coffee, and hope for rare species like Buff-breasted flycatcher, Yellow-eyed junco, Steller's jay, Red crossbill, and Pygmy nuthatch. Birding isn't a race—it's enjoying the moment and scanning for



Montezuma Peak's 7,600-foot summit hogs the horizon into Coronado National Memorial. The 1540 conquistador, Francisco Vaquez de Coronado, came through here seeking the seven cities of gold. They reached the Grand Canyon and northern New Mexico.



Coronado National Memorial's steep, narrow dirt road has no guard rails, multiple tight switchbacks, and unretained road cuts. It crosses 6,575-foot Montezuma Pass, three miles and 1,345 feet of elevation gain from the visitor center. A 20-foot maximum vehicle length is wise.



This path leads to the San Pedro River, which winds through the cottonwoods and willows on its 140 mile northward journey from Mexico's Sierra Madres. There are river trails and trails through equally productive grassland birding.

movements. Another hike option is the Clark Spring Trail # 124, which is .9 mile beyond the road-closure bridge on Carr Canyon Road. Clark's bird-friendly 1.6-mile trail connects with Upper Miller trailhead. Watch the weather report and carry a flashlight and cold weather gear.

Next along Hwy 92 southbound, is Miller Canyon and Beatty's Miller Canyon Guest Ranch & Or-

chard. Access to Miller Canyon is 2.6 miles from Hwy 92. Privately-owned Beatty's Guest Ranch has covered bleachers for the Controlled Access Site (CAS) hummingbird feeders, where 15 hummingbird species and numerous songbirds appear. CAS access is \$5/person, \$20/group. There are feeders at the main entrance for the mobility-impaired. The arduous 8-mile Miller Canyon Trail gains 2,900 feet, rising to Miller Peak. Fortunately, Lower Miller Canyon Trail is along a stream, is shady, and is 2.8 miles one way—perfect! Clark Springs and Hunter Canyon trails provide more birding options. Check ebird.org/hotspot/L129031 for recent sightings—maybe a Mexican spotted owl, a Northern pygmy owl, or a Canyon wren.

Southbound before Ash Canyon Road, take Hwy 92 to Turkey Track Road, then left on Spring Road to Southeastern Arizona Bird Observatory's **Ash Canyon Bird Sanctuary**. The Sanctuary opened privately to birders in 2002. Like Ramsey Canyon, 15 hummingbird species have been seen here, plus permanent or wintering birds like Bridled titmice, Rufous-crowned sparrows, Arizona woodpeckers, and the occasional Montezuma quail and Scott's oriole. Visitor donations fund this plentiful feeding station. Visitor Services are at right, and the viewing area is at left by the big house. Ten-dollar donations per person keep those feeders stocked. Next, it's back to Hwy 92 for a short hop to **Ash Canyon Road** (Forest Service Road 59). Follow FS 59 to the fork, then park and bird on foot as FS 59 follows the south fork of Ash Canyon Creek.

Coronado National Memorial Park is on the Mexican border. There is no border crossing here, but you may see Border Patrol SUVs or officers on foot, doing their jobs, on any of the trails in the Huachucas, or Southeast in general. Montezuma Peak's rugged presence rivets your attention on the drive into the park. The peak formed from Jurassic Age volcanic explosions, creating a collapsing caldera. Then granite pushed up through the caldera. There is serious mountaineering on Montezuma Peak's upper flanks, though no official routes. Illegal immigrants use some lower trails. Hike in a group here, including to 600 foot long Coronado Cave, which is up a .5-mile trail that rises 500 feet from the visitor center. Essential reading: nps.gov/coro/planyourvisit/coronado-cave.htm.

Coronado Park's birds include Chihuahuan ravens, Stellar's and Mexican jays, Pyrrhuloxias, White-breasted and Pygmy nuthatches, cute Acorn woodpeckers, several hummers, and many species common to the Huachucas. Stop at the visitor center, where outdoor exhibits provide maps and im-

portant safety tips. In non-Covid times, a visitor center shuttle takes you up to Montezuma Pass so you can hike back down 3 miles. Ask about it. The Windmill Trail, rated easy/moderate, is great for grassland birds. The Yaqui Ridge Trail is closed indefinitely for border wall construction.

Wastewater treatment plants world-wide attract birds to treated, odorless, often marsh-edged water. Moving east on Hwy 90's north side of town, **Sierra Vista Environmental Operations Park** has viewing decks for birders, who have recorded 260 avian species. Look for Yellow- and Red-winged blackbirds, Virginia rails, several swallows, shorebirds, and duck species. Three-hour long docent-led field trips are Sundays at 8 a.m., November-February. There's no entrance fee, no reservation needed. Donations welcomed. Continue on Hwy 90 a short distance to **San Pedro Riparian National Conservation Area**, which is on the right just before the cottonwoods interrupted by a Hwy 90 bridge. This famous 40-mile long reserve covers 57,000 acres. Riparian trees line the San Pedro River. The lack of monsoon rains in 2020's summer, and increasing deep well drilling in Fort Huachuca and Sierra Vista, imperil a river already on life support. The San Pedro flows north 140 miles from Mexico's Sierra Madres. It is a major flyway for Latin American birds migrating north and south. Stop at San Pedro House, visit the knowledgeable volunteers, watch the feeders, and spend a couple of hours or a day on the grasslands and river trails. With 250 migrant and wintering birds, and 100 breeding species, adding to your Life List is likely. Scaled and Gambel's quail; Common barn owls and Burrowing owls; Green kingfishers; Pinyon, Woodhouse and Mexican jays; Verdins; White-throated and Golden-crowned sparrows; and more are listed by season for printing at *bird checklist for San Pedro Riparian area*.

A QUICK STOP AT BISBEE'S BUSY-NESS

Don't hook up your tow car before heading to Bisbee unless you've made a reservation at the Queen Mine RV Park—a five minute walk to town. Bisbee's winding narrow streets have cars parked on both sides, two small parking lots, and even a Wayfarer will be challenged. Bisbee is definitely worth some time, with its open pit mine, colorful streets, and history. It is full of good cafes, saloons, galleries, shops, and young folk.

Try this: peruse Bisbee briefly, or spend one night. Then, slip over to **White Water Draw Preserve** via Double Adobe Road in time to get a free dry campsite at the Preserve's six-place circular gravel parking



During the day at Whitewater Draw, and at other Sandhill crane wintering areas, groups of Sandhills stroll in the water, rest on the shores, probe the water for live edibles, leap and bow in courtship practice, and fly from one part of the water to another. Lots of photo ops!

A south shoreline trail at Whitewater Draw has benches, observation decks with spotting scopes, and close-ups of a marsh on the trail's south edge. YouTube has live Sandhill crane cameras from several crane sanctuaries.



area. Avoid weekends for your best chance at a site. The Preserve is parallel to North Coffman Road to Hwy 191 on the west, between the short West Bagby and West Lee farm roads. Your alternative can be scoped out enroute from Bisbee, at **Desert Oasis Campground**, a big-rig RV park on Double Adobe Road. The camping/parking at Whitewater Draw is a short stroll from the avian action. Sandhill cranes fly out just before sunrise, trumpeting their washboard cries into peachy skies when departing to nearby farm fields. Strings and Vs of them drift back noisily to Whitewater in late morning, sometimes foraging out in the afternoon. Watch this great video to see the camping area, the visitor experiences, and a couple of wild and wonderful surprises: [youtube.com/watch?v=0msXXBG7NgI](https://www.youtube.com/watch?v=0msXXBG7NgI). About 25,000 Sandhills winter here. I once visited Kearny, Nebraska, mid-February, to see 350,000 Sandhills and twice



that number of Snow geese on the Platte River, where they fatten up on farm crop leftovers before heading to breeding grounds in our northern states, Canada, Alaska, and Siberia. I'm compelled to visit the cranes about every four years. The arcing, vibrating cries of the Sandhills seem to originate from the edge of the universe—it's truly unforgettable. As the video shows, there are many duck species and grassland and marsh birds at Whitewater as well. I usually spend two nights at Whitewater, strolling the waterside trail, stopping at viewing platforms, and scouting nearby farm fields for foraging birds. Note: Reviewers reported ticks on themselves or pets at Whitewater. Take precautions: avoid grasses, tuck pants into socks, and check before re-entering your coach. Leave pets inside—temps this time of year are mild.

THE WINGED WONDERS OF WILLCOX

Now head north on Hwy 191 through Sulphur Springs Valley about 63 miles to I-10, bypassing Willcox Playa for now. Go east on I-10 about 8 miles to drop off your dusty Tiffin at a Willcox RV park such as Willcox/Cochise, Arizona KOA, on the north side of I-10 Exit 340, or turn south at Exit 340 onto Rex Allen Drive for .5 mile, then west on Prescott Avenue for Grande Vista RV Park. The first place for birding is practically in town—Cochise Lakes at Twin Lakes Golf Course at the end of South Rex Allen Jr. Drive. Drive past the clubhouse and immediately turn right up to the Crane Observatory's parking area. After visiting, turn back toward Rex Allen Jr. Drive and make an immediate right U-turn

Dos Cabezas (Two Heads) Peak, in the same-named mountain range, reflects in Willcox's Cochise Lake. While Sandhill cranes may overwinter here from Willcox Playa, the small lake is also known for its numerous wintering waterfowl and shorebirds.

onto East Circle Lake Drive. Bird your way around the lakes, which are shore bird magnets, and Sandhills, too. Your next visit is Willcox Playa's eastern access. Take Hwy 186 southeast of Willcox for six miles, to Kansas Settlement Road. Follow it south 3.7 miles (near Turrito Farm) to the Willcox Playa Wildlife Area's gravel parking area for Crane Lake trailhead. It's a 2.4-mile round-trip walk, birding enroute, to a ramp and bench for viewing the belching, dancing, cranes. Then, for the southwestern playa entrance, take I-10's Exit 131 (Hwy 191) south to the Apache Station Wildlife Area entrance. There you can view thousands of Sandhill cranes, water birds, and raptors from the viewing platform's spotting scopes. These routes provide access points to Willcox Playa's 2400-acre alkaline playa of mostly barren earth. The playa's perimeter is vegetated with sacaton and saltgrass, tamarisk, cottonwoods, willows, and other plants. The multiple drainage ditches create mini-riparian areas, and the playa is flooded to a shallow depth seasonally, for the birds. Birds love the playa and surrounding farm fields. Use high-clearance 4WD if driving into the playa. Roads can have deep sand and very slick mud.

At the Wings Over Willcox (WOW) Birding Festival, held annually in mid-January, 135 species have been recorded in five days. Besides the Sandhill cranes, 15 birds of prey are possible, including Bald and Golden eagles, Ferruginous and Harris hawks, many morphs (colorations) of Red-tailed hawks, Crested caracaras, Peregrine falcons, Merlins, plus Great-horned, Short-eared, and Burrowing owls.

No doubt the 20 species of sparrows are dinner for many of those raptors. One year there were 20,000 Lark buntings. There are many waterfowl, including Snow geese, American wigeons, Canvasbacks, elegant Northern pintails, Northern shovelers, large numbers of Green-winged teal, and many wading and shore birds. Some years there are big flocks of Chestnut-collared or McCowan's longspurs. Maybe you'll finally sight a Scaled quail, a Mexican chickadee, a Williamson's sapsucker or that crazy green and pink Lewis's woodpecker. The WOW Birding Festival normally has many speakers, field trips to places like Cochise Stronghold, excursions about geology or ranch life, all-day bird photography workshops, and much more. The Covid-conscious 2021 festival, January 15-16, will have virtual presentations, field trips limited to three cars and eight people, and virtual online presentations by birding experts. Search *Wings Over Willcox, 2021*.


Some U.S. birders attend several birding festivals in a season, nationwide. Motorhome travel with an AWD or 4WD vehicle maximizes the experiences and convenience. Avitourism is the largest global segment of the nature tourism industry, with over three million tours taken annually. Eco-tours are a counterpoint to the devastation of forests everywhere, and you are constantly learning. A late-spring into



Members of an Arizona Audubon chapter chartered a tour company for a trip to Alamosa, on Mexico's west coast. Among field trips available in and around Alamosa, they rafted and birded down a bountiful estuary to the Gulf of California.

See next page for RV parks in the birding areas we visited.

summer Southeastern Arizona birding trip would visit the same places as this article, but have dozens of additional species. For winter, choose a couple of target species to find from the gallery of bird images on these pages, and watch your Life List grow. I always jot the date and place of a specie's first sighting next to its field guide illustration, which can also be done online.

Birding adds another dimension to your life—a world all around you that you didn't know. Every addicted birder loves initiating people to the splendiferous world of birds. If birding grabs you, tell us your story! 



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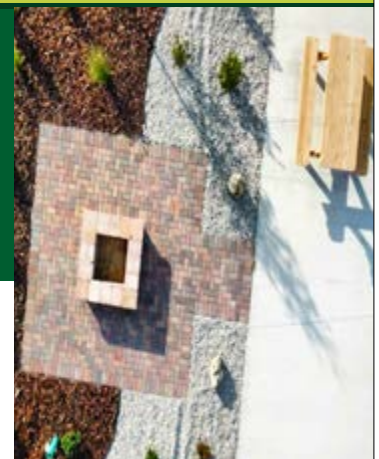
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RV Parks for Birding the Border

Here, alphabetically by destination, are suggestions for RV parks/campgrounds in Southeastern Arizona. Avoid arriving on weekends to improve chances for securing campsites.

BUENOS AIRES NATIONAL WILDLIFE REFUGE

Two modest RV campgrounds are located in the tiny burg of Arivaca. While short on glitz, their personal management styles prompt great reviews online.

LA SIESTA CAMPGROUNDS, 16005 W. Hardscrabble Rd, Arivaca, AZ. lasiestareservation@gmail.com La Siesta has 13 sites with power and water, 20 without plus showers and a dump station. Enjoy mountain views and two fishing ponds that attract birds. Reservations essential—there's always a waiting list. Power sites are \$35.50, dry camping is \$20.00.

UNIVERSAL RANCH RV VILLAGE, 15785 W. Universal Ranch Rd., Arivaca, AZ. (520) 447-8018, has 32 roomy campsites with full hookups (30 & 50 Amps,) showers, and a laundry. RV rates start at \$29/night. The shockingly brilliant night sky is free!

PATAGONIA CAMPGROUNDS

Access to Paton Hummingbird Center, Patagonia-Sonoita Creek Reserve, Patagonia State Park, and San Rafael Valley Natural Area.

PATAGONIA RV PARK is on Harshaw Road a short distance east of town. It is modest, grassy, clean, and has W/S/E, free WiFi, and a laundry. Sites are up to 45 feet long. 50-amp service is \$2/day over the \$35/day rate for two people. camp@patagoniarvpark.com (520) 400-3857.



SIERRA VISTA

Elevation 4,600 feet. The population of 48,000 includes Fort Huachuca Army Base, which drives the town's economy. Five mountain canyons attract birders world-wide to their wealth of birds, including 15 hummingbird species at The Nature Conservancy's Ramsey Canyon Preserve.

SIERRA VISTA RV PARK, 733 S. Deer Creek Lane, Sierra Vista, AZ. This gated RV and snowbird park is big-rig friendly. It has swimming pools, a spa, miniature golf, free cable TV and Wi-fi. Daily rates are \$30 or \$40. Phone: weekdays (520) 459-1690, or (210) 383-3650 after 4 pm, weekends and holidays. svmobile-homepark.com.

TUBAC & TUMACACORI

Elevation 3,300 feet. RV parks have access to Madera Canyon, Buenos Aires Wildlife Refuge, and San Juan Bautista de Anza Historic Trail along Santa Cruz River.

DE ANZA RV RESORT, 2869 East Frontage Rd., Amado, AZ. This park is large and big-rig ready. Formerly a greyhound race track, it is being remodeled. Amenities include a library/TV lounge, indoor pool, pickleball court, rooms for billiards, quilting, cards, and more. Their restaurant has entertainment and free Saturday margaritas. Winter, 4–5 p.m. Daily rates: \$46, back-in; \$58 pull-thru (plus tax). Info@deanzaresort.com (888) 398-8628.

WHITEWATER DRAW

DESERT OASIS CAMPGROUND, 5311 West Double Adobe Rd., McNeal, AZ. New, clean big-rig equipped park with a well-equipped recreation center and mountain vistas. Rates: \$30–\$40 daily with \$15 refunded reservation fee. campatdo.com/resreq.aspx (not secure). (520) 979-6650.

WILLCOX

Elevation 4,167 feet, population 3,600. RV parks here have easy access to restaurants and charming museums, Willcox Playa, the Dragoon Mountain's Cochise Stronghold, Cochise Lake, and Chiricahua National Monument.

WILLCOX / COCHISE AZ KOA. At I-10 Exit 340, turn north-east onto Fort Grant Road, and then left onto Virginia to its end. Clean, spacious, flat, graveled, fully big-rig ready. Many amenities including year-round outdoor pool and spa. Daily rates \$53–\$70. info@willcoxkoa.com (800) 562-5415.

GRANDE VISTA RV PARK, WILLCOX. At I-10 Exit 340, go south .5 mile on Rex Allen Drive, then turn west 500 feet. Gravel sites are 23' x 55' with full hook-ups. Park has laundry, showers, community room with kitchen, pool table. Clean, quiet, with shady, grass picnic/BBQ area. grandevistarvpark.com (520) 384-4002. Rates: \$38/daily.

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PRO LEVEL AWARDS

First Place

Donna Osborne

Sunset Sparkles Around the Cooper River Bridge

Charleston, South Carolina

Donna Osborne was with fellow participants in a photo workshop field trip when this thrilling evening happened. It's rare enough for such a spectacular sunset to occur, but having the water calm enough for shimmering reflections of the bridge's lighting was a bonus. (The mosquitoes were not!) Osborne actively pursues photography as a member of the Photographic Society of America (PSA) which provides numerous online learning opportunities. She uses Adobe Lightroom to help express the emotional experiences photography provides.

Canon 5D Mark IV with Canon 24 – 105mm lens. ISO 100, f/8 for 30 seconds

The winners for the Winter 2021 Photo Contest



PRO LEVEL AWARDS

Second Place

Sally Wiegand

The Thunder of Iguazu Falls

Brazil-Argentina Border

The low camera angle and the foreground rocks and grasses chosen by Sally Wiegand create a visual convergence of subtle diagonals at the farthest falling water. The slick rocks and wet grass make you want to watch your step, like being there in person. Wiegand's photo made me hear the thunder of the falls and feel the shaking earth. There is excitement and movement in the composition, and nothing that needs improvement. Outstanding!

Canon 7D camera with Canon 24 – 105 lens

Give us your best shot!



VERY GOOD LEVEL AWARDS

First Place

John Luff

Spring Approaches Lake Louise

Banff National Park, Alberta, Canada

Here is a great example of how converging diagonal lines in the landscape create a feeling of depth and draw the eye to the glacial focal point. The lighting is perfect, creating three-dimensional effects on the left cliffs and the foreground boulders. There is great detail in both the bright white glacier and the dark cliff—a technique called High Dynamic Range (HDR.) Some cameras and editing programs help with this. The scene is magnificent, beautifully captured, and thoughtfully maximized using Adobe Lightroom.

Canon EOS 5D IV camera, Canon EF24 – 105 lens, shot at f/6.3, ISO, 1/320 sec.



VERY GOOD LEVEL AWARDS

Second Place

John Stopowski

I AM smiling!

Photographers sometimes use ‘wet belly photography’ as a useful low-camera angle technique. John Stopowski added damp sand to his body coating when he composed this photo. He controlled the depth of field, keeping the advancing crab in focus at 8 inches away. The distant soft-focus surf adds information without detracting from the subject. The clouds over the crab insinuate that it is huffing and puffing its way into Stopowski’s face. Changing your camera angle can create surprising opportunities, or a pinched nose, depending on your courage.

iPhone 10 cell phone set on Portrait mode to create the soft focus background.

Commentary, Winter 2021 Contest Entries

The entries readers sent for the Winter 2021 Photo Contest were delightfully diverse. Choosing winning entries between beautiful and beautiful is torturous, so beauty alone is sometimes not the determining factor for prizes. Other judging parameters include the thought and/or effort it took to create the photo, whether there is humor, an element of surprise, or the evoking of an emotional response from the viewer. RIS issues have a Volume (year) and an Issue Number on the front cover. If you’ve won money awards twice in a calendar year, you may still win an Honorable Mention in a volume’s four-issue series. You’re doing great work when the winners are difficult to choose, so keep submitting!

Parameters for the Spring 2021 Issue

Winning photos often create feelings of empathy or excitement in the viewer. Photo editing programs can help you maximize the response viewers have to your pictures. Software can intensify and lessen colors, crop away distractions, straighten horizons, and accent serenity or bling. We receive good photos that would be winners with just minor tweaks provided by free internet editing programs. The covid doldrums create an excellent time to review free editing programs, choose one, and practice. You'll be amazed at the detail digital cameras record in too white clouds or too dark shadows (see examples below). One free online program is Adobe Photoshop Express editor, which even works on your cell phone. You'll need to download the free Flash program to use it, then upload chosen photos to the app. Read reviews about it and several other good freebies.

For Spring 2021, submit any subject matter encountered in your Tiffin travels, paying attention to sculptural lighting, elimination of distracting elements, and foreground elements that frame without distracting from your focal point. The next prize could be yours.

Prizes: Pro level, \$100 first place, \$75 second place. Very Good level, \$50 first place, \$25 second place. Checks will be mailed in March 2021.

Essentials: Send your .jpg photo files to fred1902@gmail.com. Photos must be 300 dpi or 2.5 MB, and look sharp at 5" x 7". Entry must be **received by February 20, 2021**. **The following MUST be included:** 1. Your mailing address. 2. Your phone number. 3. Each photo's title and location. 4. Brand names for camera and lens, camera settings, or cell phone used.



This unretouched photo, of Eagle Falls at Lake Tahoe, has areas so black the detail is lost and jarring to view.



Using Photoshop's selection and lighting tools, I individually elected, then lightened, black and dark shadows. I cloned one tiny area, lower left.

Tiffin Owners from Florida, California, and Missouri



Bob and Candace Donnell
Hometown: Riverview, Florida

Bob and Candace Donnell live in Riverview, Florida. Candace was a homicide detective with the Tampa Police Department and retired in 2017. Bob is an Army veteran of the Vietnam era when he flew helicopters. He retired in 2010 as a district manager for a national security company.

Bob dragged Candace into the RV lifestyle. She'd never camped before and wanted to stay put since she'd traveled with her career. Finally, she relented but their coach had to be a drivable, nothing over twenty-five feet, and she never wanted to tow a car.

They bought their first RV, a Tiffin Wayfarer in April 2018. With one weekend trip, Candace was hooked. After six months and several trips up and down the east coast and around Florida, they took a five-week trip to Niagara Falls. When they returned, Candace decided they needed a larger coach to accommodate her six-foot-two hubby and their 80-pound Black Lab. They traded their Wayfarer for an Allegro Open Road.

Candace and Bob registered for the Tiffin Rally in Lewisburg, West Virginia, in October 2019, but Bob had some health issues that prevented him from attending. Candace asked her Wayfarer friend from Texas to attend with her. Elaine flew to Tampa, and they set off on a girl's road trip in the Open Road. The first day of the rally, Candace spotted a beautiful, shiny new 2020 Allegro Red at a dealer's display, and fell madly in love with it. She traded the Open Road for the Red on the spot and drove it back home. That is the last

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



Bob and Jen Randall
Hometown: Costa Mesa, California

Bob and Jen Randall are part-time RVers and travel in their 2009 Phaeton when they aren't at home in Costa Mesa, California, running their real estate company, Randall Realty. They're semi-retired and love traveling in their Tiffin, their sixth in forty-two years of marriage. Yellowstone and Bryce Canyon are their favorite camping locations. "I enjoy seeing new things and places. I especially like the patter of rain on the RV roof," Jen said. "I had never seen a cotton field until we came to Red Bay."

Bob met Jen while on a Coast Guard trip to Australia. Jen, a native of Australia, was attending Sydney University pursuing degrees in biochemistry and math. They stayed in snail-mail touch the next two years until graduation day. Soon afterwards they married in Redondo, California. Jen became a full-time mom while their children were young and later joined Bob in their realty business. They travel to Australia every few years for extended stays to visit Jen's relatives.

They own a beach house on the Parker Strip on the Colorado River. When Covid-19 began to spread, they stayed in their beach house and ventured out only to go to Parker, Arizona, to buy groceries. Bob said, "That was the best time of my life, just me and my honey alone for ten full weeks."

Jen sews and also enjoys knitting shawls and scarves. She demonstrates her skills by creating suits and sweaters for Bob. Bob is an avid fisherman and game bird hunter.

Real estate dealers can run into some shocking problems. "A client wanted me to list his vacant house," Bob related. "I visited the house for the first time and opened the front door. On the living room floor, I saw a large black spot which moved. After I slammed the door, I realized the

Continued on page 88



John and Donna Richardson
Hometown: Jonesburg, Missouri

We met John and Donna Richardson at a Red Bay RV park while they waited for a repair on their 2014 Allegro Open Road. What a fun couple. Their love of RV travel was evident.

They've been married for thirty-eight years and live in Jonesburg, Missouri. John retired in 2016 from Boeing's St. Louis facility with thirty years of service as a mechanical engineer. Donna is a retired Warren County School District employee and holds a degree in early childhood education.

They live on a 120-acre cattle farm that also serves as John's hunting grounds. He recently bagged a ten-point stag with his bow. The property encompasses a large pond that allows both to hone their trout fishing skills. They always eat what they reap from the land.

John and Donna are part-time RVers. When they first purchased their coach, they brought it to Red Bay for a thorough inspection. Tiffin's attention to detail, the friendliness of the staff, and quality of workmanship assured them they'd made a good decision in purchasing a Tiffin as their first RV. John said, "I can't say enough good things about the service we received at Red Bay."

They started their RV adventures in 2017 with a maiden voyage to the Atlantic beaches close to Melbourne, Florida. Their favorite destination is Crater Diamond State Park near Murfreesboro, Arkansas. Medical issues and the pandemic have cut into the Richardsons' travels recently, but they hope to be back on the road very soon.

John told of the time when they were driving down I-70, and as he looked in the rearview mirror, he saw his tow car swerving to the left as if to pass the RV. After an investigation, John found half a sheer pin still attached to the tow apparatus. Luckily, an RV parts store was nearby so they were back on the road with only a short delay.

Your Pet May Be Showing Signs of Pain

by Dr. John Pilarczyk

Mother Nature has a way of hiding signs of pain in wild animals. They must be able to conceal signs of pain and illness to prevent showing any sign of weakness. The purpose is to allow the animal to heal on its own and keep predators away. As a pet owner, you may be unaware that your pet is in pain or sick because they will hold back symptoms or display symptoms in a very subtle way.

When a pet is ill they may show signs of anxiety and be upset. These symptoms may not be readily detected even if pain is present. Companion animals are descended from wild animals and a lot of traits are passed on to our pets. In a domestic setting, pets may exhibit some inherent traits in regard to pain, which presents a challenge to pet owners.

Cats are very stoic and seem to hide their pain more so than dogs. Owners need to be very attentive to their pet's normal behavior in the following areas so they can pick up on any subtle symptoms of pain or illness.

Lack of Appetite: A lack of appetite might be a sign of various medical conditions or a sign that the pet is in pain. If the pet is normally a very good eater and suddenly starts skipping meals or just nibbles at food, it may be a sign that something is awry, especially if the behavior persists for longer than a few days.

Irritability: Cats in pain may become aggressive, growling a lot and hissing at people or other pets when approached by them. Canines, too, may try to avoid contact or become aggressive when it is not characteristic of their usual behavior.

Excessive Grooming: Continuous grooming of one part of the body may be the animal's way of trying to soothe pain in that area. Chronic licking could also indicate itching or allergies.



Vocalization: Dog and cats might become very vocal, either meowing, yelping, or growling. This vocalization may be very soft and continuous with chronic pain.

Increased Sleep: Pets in pain may sleep more or might find it difficult to move around. They might hunch up or shift from one leg to another. They may not be interested in playing, chasing a ball, or other activities that they normally enjoy.

Panting or Altered Breath: Most pets that are in pain or running a fever will pant a lot. Dogs and cats do not sweat. They get rid of built-up heat through their lungs.

Bathroom Changes: Dogs that are ill will have accidents indoors or need to go out more frequently. Cats who are ill may avoid the litter box or miss it due to pain and immobility.

These changes may be very obvious or very subtle. Chronic pain may go unnoticed if the owner becomes accustomed to this different behavior. Owners who are alert to their pet's normal patterns of behavior can more easily observe changes that may signal illness.

Older dogs and cats usually have chronic pain due to arthritis. Some conditions cannot be avoided and pain medication is necessary. Dogs can handle many different medications such as Meloxicam, Carprofen, or Galliprant.

Cats, on the other hand, are a different story. They are very sensitive to NSAIDs and certain opiates. Buprenorphine and low doses of Meloxicam can be used to help control pain in cats. These medications need to be prescribed by a veterinarian.

Pain can inhibit the healing process in pets and in humans. Acute pain and chronic pain need to be treated differently. With acute pain, you want to provide quick relief. Opioids can give instant relief but are short lived and may need to be given often, usually in a veterinary hospital. Use of opioids for long periods of time can produce dependence and the need for a higher and higher dosage to produce the same effect. NSAIDs are a much better alternative, but care must also be taken with using them as they affect kidneys and liver. **Do Not** ever use Ibuprofen as it is toxic to the liver in both cats and dogs. Tylenol should not be used either. It also will destroy the liver with just two tablets.

Care must be taken with many pain medications. It is best to call your veterinarian before giving pain medication to your pets. Proper dosage along with correct diagnosis will go a long way toward safely helping your pet feel better. We hate to see our pets in pain but don't assume that they can take human medication. The cat shown in this illustration is definitely in pain.

Happy travels, John and Kay

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A photograph of Nancy Eubank, a woman with short blonde hair, wearing a wide-brimmed hat and a blue denim jacket, riding a white mule. She is smiling and looking towards the camera. The background shows the rugged, layered rock formations of the Grand Canyon under a blue sky with scattered clouds. The mule is wearing a red halter and has a yellow bag on its back.

Nancy Eubank

Traveling Solo After 63 Years

Text by June Foster

Nancy Eubank's love of travel is entwined with her friends, both old and new. She and her husband, Schuyler, traveled with folks they'd met along the way until his passing in 2019. Now, Nancy continues to travel in her Tiffin Wayfarer with her dog, Trey.

Nancy and her husband were married sixty-three years. Schuyler served in the Alabama Air National Guard for thirty-four of those years. Nancy stayed home with their three children when they were young. Later she was employed by the State of Alabama, working for the parole board, the military department, and the state board of education.

Today, four grandchildren and two greats keep her busy. Most of her family members live close by. Like every family, they have traditions. Each Christmas night, Nancy entertains in her home. The other times she goes to theirs. Family is important to Nancy, and they've always been a great support, especially when Schuyler passed.

The Eubanks began their RV adventures in 1999 with a 32-foot 1999 Allegro Bus. They owned five Tiffin Allegro Buses, their last together a 2014 model. Through the years, with each new Allegro Bus, they took numerous trips down the Natchez Trace Parkway, each time stopping at the same pullout to snap a picture of their bus. Today, Nancy cherishes her montage photo of the five coaches. After purchasing the Wayfarer, she parked at the same place and, of course, took a picture.

"We always loved traveling, but Schuyler only wanted a pull-behind camper. One year, we packed up the grandkids and took them to Disney World. At a rest stop, someone parked beside us in a motorhome. This piqued Schuyler's interest which eventually led us to buy a coach," Nancy explained.

Then they had to choose a brand. They decided on a Tiffin and set out for Red Bay in their home state of Alabama to learn more about the company. They returned to Montgomery and visited a Tiffin dealer where Schuyler tried out a gas model.

When he complained about the engine noise in the cockpit, the dealer suggested they try a diesel. They fell in love with the Allegro Bus.

“We enjoyed meeting Bob Tiffin,” Nancy said. “He is so friendly and willing to do anything he can to help. We never regretted owning our Allegro Buses.”

Since Nancy and Schuyler were new to motorhomes, they decided to join a Tiffin Allegro club. From the first, friendships played an important role. They discovered that the president of the chapter was a man Schuyler had previously worked with. His wife was a former classmate of Nancy’s. They reunited and made many trips together over the years, including Key West, Niagara Falls, and Canada.

Nancy’s eyes sparkle when speaking about her dogs. She admits to being a dog lover. On one occasion while at Red Bay, they found a stray Pomeranian at the local dog food factory. “His bark was loud, and he ran at the speed of light. So, we called him Harley,” Nancy laughed.

When they returned home, they told the children they’d acquired a Harley. They let them stew for a few days before revealing the truth—Harley had four legs instead of two wheels. After he went to doggie heaven, she got Trey, a year-old black and white Pomeranian. “My daughter suggested the name Trey because he’s the third black and white dog the Eubank family has owned.”

Nancy has always loved adventure and making friends. She explained how she gained the confidence she needed when in the driver’s seat of her coach. “Schuyler had recently recovered from heart bypass surgery and tired easily. I agreed to drive until we approached Atlanta and then Schuyler would take over again. But when we neared the outskirts, there was nowhere to stop and change drivers so I kept going—all the way through the city.” Now, she reminds herself what she learned: “If I can drive this forty-foot bus through Atlanta, I can drive anywhere.”



At left: When their husbands elected to stay on a terrace at the rim, Nancy and her best friend rode mules down into the Grand Canyon. ♦ From 1999 through 2018, Nancy and Schuyler enjoyed five Allegro Buses. ♦ After unsuccessful surgery for a carotid artery problem, Schuyler died unexpectedly. Nancy’s love for travel and adventure led her to trade the Bus for a Wayfarer.

Nancy loves doing new things and is willing to take chances. One of her most exciting experiences happened when they visited the Grand Canyon with another RV couple. “An item on my bucket list was to ride a mule down the canyon and spend the night at Phantom Ranch,” Nancy related. “The two guys decided to stay at the RV park. My friend and I took the trip to the bottom of the canyon.”

They relished the home cooking and

rustic atmosphere of the lodge. The next day, on the way back up, a hiker spooked Nancy’s mule, and the animal bolted. When the mule kicked her off, Nancy had the presence of mind to hold on to the reins which were no more than rough ropes. Thankfully, she landed in a spot on the ground with soft mud. Most frightening was her discovery that she’d fallen within six feet of the canyon wall and drop-off. “A chill races down my spine



In front of their 2014 Allegro Bus, Nancy and Schuyler with Harley during a family camping trip to San Antonio. ♦ Nancy's savvy for seeing a good picture produced this shot taken at a campground on the Coosa River. ♦ At right: Nancy acquired Trey as a puppy three weeks before she bought the Wayfarer in June 2019.

when I remember the date—September 11, 2011. Fortunately, the mule was fine and we didn't go over the side," she said.

In 2006, the Eubanks ordered a new Allegro Bus. After a year,



something strange occurred. They put the key in the ignition, and the motor didn't turn over. Since the bus was still under warranty through Freightliner Custom Chassis, the Eubanks went to Amarillo, Texas, the closest authorized dealer, for a new starter. Then in Lake City, Florida, the problem happened again. Freightliner told them to beat on the starter casing under the RV while turning the key in the ignition. Schuyler operated the ignition while Nancy ventured under the RV to do the hammering. Finally, after five new starters, Nancy scratched her head and said, "There couldn't be that many faulty starters out there." The problem continued while camping in Alaska, and Nancy knew the drill which she called the "magic formula." Get under the RV and pound while Schuyler started the ignition. In fact, she kept a hammer by her passenger seat ready to go. She told Schuyler she wanted a creeper for Christmas to make the job of sliding under the bus easier. After the starter had failed 17 times, they returned to the Lower 48. Chris Morrow, who owns Bay Diesel in Red Bay, discovered that someone had taped the ground wire to the RV's frame, rather than attaching it with a screw.

The last family trip was to the Ark Encounter and Creation Museum in Kentucky. "With trips from Maine to Key West, Alaska to California, and many points in between, our Tiffin motorhomes have been a very important part of our lives. For our fiftieth anniversary, we took the whole family to Disney World. Our son has an Allegro motorhome, too, so we reserved two spaces at Ft. Wilderness, while our daughters' families stayed at Wilderness Lodge. "I think this was my favorite trip of all. The memories will be with me forever," Nancy said.

In January 2019, she and Schuyler attended the Florida RV Show and fell in love with the new Allegro Bus. The smoky teal color was her favorite. They returned home and talked about ordering a new one. At that point, their 2014 Bus needed new tires and batteries. After considerable thought, they chose to keep the 2014. In February, Schuyler had surgery for a carotid artery problem. He passed away a week later. Not trading had proven to be a wise decision.

Now on her own, Nancy was comfortable driving the 40-foot Bus, but tackling the hooking and unhooking of the tow vehicle was a big chore. So, in June 2019, Nancy purchased a new 2020 Wayfarer. "It's small enough to drive and park almost anywhere, making a tow car unnecessary," she said. "It's very convenient." Generally, when meeting friends at her destination, they have a vehicle so there's no need for her to tow one. Nancy requested accents of smoky teal, the color she and Schuyler had liked at the RV show.

"One of my first trips in 2020 was to Branson with friends," Nancy related. "One of my friends mapped out the entire trip ahead of time, even the best places to stop for fuel. We traveled to Memphis, then Little Rock and Branson. With a fishing wharf and covered boat slips, Cooper's Creek RV Park on Lake Taneycomo proved to be a great campground for our visit."

Determined to continue traveling after Schuyler's death, Nancy's independence and tenacity is impressive and her story



will surely encourage more single women to do solo RVing.

“I’m equipped with a phone, my dog, and a can of mace. That’s good enough,” she smiled.

Operating her coach including dumping the sewer, operating the slide-outs, using the GPS, and hooking up cable TV hasn’t been a problem. “Since I don’t feel comfortable leaving my surge protector exposed on the power post, I lock it in a compartment under my coach and add a twenty-foot extension cord,” she elaborated. “When it comes to issues with the coach, reading the manual is fine, but I learn more by doing. More women than you’d think are willing to strike out on their own.”

Finding the courage to continue traveling without Schuyler, Nancy said, “My faith in God sustained and helped me accept my loss. I keep going back to the story by Corrie ten Boom. When they planned a trip, Corrie asked her father for tickets he held for her to ride the train. He said, ‘I’ll give them to you when you get on the train.’ That’s the way our heavenly Father sustains us. He gives us what we need when the time comes.”

Her favorite destination is the Smokies

to see the fall foliage. Before motorhomes, Nancy and Schuyler often camped in a tent near Sevierville, Tennessee in October, his birth month. Nancy hasn’t been back but hopes to soon.

Nancy summed up her thoughts. “The Tiffin motorhomes we have owned since 1999 enabled us to make so many wonderful friends from all over the country. I am so thankful for all the experiences and the memories and look forward to making more. Tiffin’s service has never let me down. Bob Tiffin’s got your back.”

After treating us to coffee and pastries, Nancy gave us a tour of her Wayfarer. The Class C coach is the perfect size for her and Trey. Two items hanging on the wall within the coach tell part of Nancy and Schuyler’s story.

The first was one she’s had in every Tiffin motorhome the Eubanks have owned—a wooden bus with “Schuyler and Nancy” and “Montgomery, Alabama” engraved on the plaque.

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Suzan Mills, RN

OCCUPATIONAL HEALTH MANAGER AT TIFFIN MOTORHOMES

A cadre of company nurses across the U.S. were handed the unenviable responsibility as early as February 2020 to begin preparation for a battle with Covid-19. At Tiffin Motorhomes, Suzan Mills was one of those company nurses. “We started meeting in early February to formulate policy to deal with what we were already calling a pandemic,” Suzan said, as she described the succession of events and meetings at TMH with other agencies.

“We encouraged social distancing, staggered lunch and breaks, and our security team checked everyone’s temperature as they reported for work each day,” she explained. “We realized our production lines were the most opportune areas for spreading the virus. We brought in extra supplies, including disinfectants, hand

sanitizers, masks, and paper products. We monitored the CDC postings and the number of cases for Franklin County as well as our other plant locations.”

Led by general counsel, Tony Riley, a team was formed that included Bob, Tim, Van, Lex, and Leigh Tiffin; Andy Baer, chief operating officer; Brad Witt, director of operations of Class A division; and Suzan Mills, RN, occupational health manager.

“We met daily to address all of the issues, with Tim and Leigh contributing by phone from the Wayfarer plant in Winfield and the VanLeigh plant in Burnsville,” Suzan explained. “At the end of the third week in March, the decision was made to close the plant for three weeks.”

The team published a 40-page procedure manual that included the complete

sanitizing of each plant with Victory sprayers (the same equipment and spray used by the airlines), the acquisition of personal protective equipment (PPE), employee literature, hand sanitizing stations throughout the offices and plants, and temperature check points at all locations where employees reported for work each morning. TMH was able to buy 400 Covid-19 test kits from a Canadian company. “The test produced three results in 10 minutes: Active, Not Active, or Antibodies present. If the employee had an active report, they were sent to a local clinic for a conclusive nasal swab test,” Suzan stated.

Hundreds of manufacturing and production plants began to reopen in late April and May, hoping to stop a crippling recession—a daunting decision that brought back thousands of employees to the same buildings they had fled only weeks earlier.

“When our plants reopened on April 13 and 14, we emphasized to every employee that our success at keeping the virus to a minimum would depend on following the CDC guidelines of social distancing as much as possible in a work environment. We encouraged wearing masks and using proper hygiene,” Suzan explained. “Our biggest concerns were how well the employees protected themselves away from work, and how well we protected each other during work hours. A local pharmacy prepared an immunity packet that included zinc and vitamin D3. The packets were distributed free of charge by our supervisors to our employees.”

Suzan pointed out that Covid-19 was essentially an unknown virus 12 months ago, and that medical research, doctors,



and hospitals have been learning how to deal with it through trial and error.

“With the cooperation and information supplied by the CDC, the HR team uses text messaging to keep employees informed and to urge them to practice good hygiene,” Suzan continued. “However, I expected to see minor outbreaks of Covid-19 in the plant since an individual can be completely asymptomatic and fever free and still be a carrier. As we had positive cases with employees and vendors, we maintained a spreadsheet of names, locations, and test dates. Our staff kept in touch with employees to plan their return to work.”

“Initially, the numbers of infected employees were relatively low, but widespread. We had many employees testing positive in all locations in multiple departments,” Suzan said. “During what appears to be a second surge, small cells are popping up. It seems to jump from department to department. If we get a ‘hot spot,’ we set up an appointment for the area to be sprayed.”

Suzan’s job extended through the weekends, with her often taking calls at home until bedtime. “I went from a so-called 40-hour week to an 80-hour week. My husband, Wesley is my rock and has



The Occupational Health Office staff includes Leah Shewbart, RN; Suzan Mills, RN; and Sasha Hamm, paramedic.

helped me get through the stress.”

Suzan and Wesley live about 20 minutes from Red Bay in a community called Pogo. “When we need a stress break, we lock the gate to the road that leads to our house and enjoy living on a farm.”

Born in Belmont, Mississippi, where she finished high school, Suzan has lived most of her life in Alabama. “I attended Itawamba Community College where I earned my RN degree. I worked in home health for Helen Keller Hospital in Sheffield and supervised at Shoals Hospital in Muscle Shoals before beginning my career here at TMH,” she related.

Continued on page 88

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Destination: Tampa



By Fred Thompson

A map of Florida discloses

that Tampa offers the state's largest protected bay for both shipping and recreation. In millions of tons of cargo (MTC) received and shipped, the Port of Tampa with 50 MTC in 2020 doubled its largest competitors, the Port of Everglades and the Port of Jacksonville.

That's now. For 311 years after the first attempt by Spain to explore the peninsula in 1513, the huge bay had no relevance in the development of North America. The U.S. government in Washington barely knew Tampa Bay even existed until the beginning of the Civil War.

With limited perspective or understanding of the shape of the continent, three Spanish explorers landed on the peninsula but contributed very little to its development. Ponce de León (1474–1521), having been a top military official in Hispaniola in the early 1500s, served from 1509 to 1511 as the governor of Puerto Rico. After Ponce lost a political fight for the governorship to Diego Columbus, the son of Christopher Columbus, King Ferdinand sponsored Ponce's exploration of Florida and the Caribbean.

In 1513 Ponce de León led the first recorded European expedition to La Florida, a name he chose because of the natural flora he found everywhere. They explored the east coast and sailed around the southern tip of the peninsula and up the west coast, possibly as far north as Charlotte Harbor. He returned to Spain where he was knighted by the king.

In 1521 Ponce returned to southwest Florida to make the first large-scale attempt to establish a Spanish colony. The fierce Calusa



Ponce de León

Indians put an end to his effort. Ponce de León was wounded in battle and later died in Cuba. The Calusa had large villages on the southern shores of Tampa Bay and controlled most of south Florida at that time.

Spain did not give up. In April 1528, Pánfilo de Narváez landed



Pánfilo de Narváez

near Tampa Bay with over 300 men where he encountered the more peaceful Tocobaga Indians who controlled the northern shores of the bay. He divided the men into a navy to explore the peninsula's western coastline and an army to establish Spain's claim to the territory north of the

bay. Both forces met with disaster: the army with fierce battles against wily Indians and the navy with a hurricane.

Ten years later Hernando de Soto set out from Spain in April 1538 with 10 ships and 700 men. After a detour in Cuba, the expedition landed at Tampa Bay in May 1539. But Tampa Bay still had no attraction for the Spanish explorer. Looking for gold, De Soto spent the next four years exploring the Southeast. After a foray into Arkansas and Louisiana in early 1542, he became ill with a high fever and died on May 21. His comrades gave him a water burial in the Mighty Mississippi.

So what happened to Tampa Bay in the mid-16th century? The Spaniards apparently left behind some of the European diseases to which the Indians had no immunity. During the French and Indian wars and the American Revolution in the mid-1700s, Muscogee Creeks from what is now Georgia and Alabama began to drift into northern and central Florida. In time, they became



Hernando de Soto

known as the Seminole Nation. “Seminole” is derived from the Muscogee word, *simanó-li*, which itself may be derived from the Spanish word *cimarrón*, meaning “runaway.” The Seminoles adapted to Florida’s climate and developed their own traditions, but they continued to speak

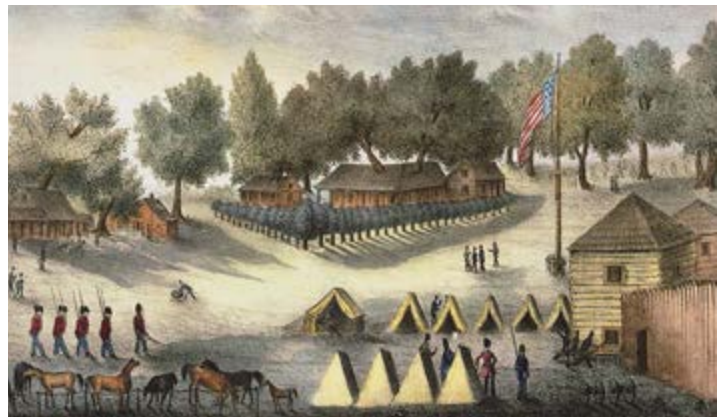
Mikasuki and Creek, both Muskogean languages.

During the colonial years, the Seminoles were on good terms with both the Spanish and the British, developing trade relationships. Following the War of 1812, that period of détente ended with the First Seminole War when Gen. Andrew Jackson led troops into East Florida and West Florida (1816–1819) to protect white settlers attempting to claim the Seminoles’ desirable land for their farms. After the Treaty of Moultrie Creek in 1823, the Seminoles were confined to a large reservation in the center of the peninsula. In the Adams–Onís Treaty of 1819, Spain ceded its interests in Florida to the U.S.

The Second and Third Seminole Wars continued until 1858, during which time the U.S. built a series of forts and trading posts in the new territory. Fort Brooke was built in 1824 on the east bank of the Hillsborough River near the present-day site of the Tampa Convention Center. It became the first real settlement in Tampa’s history.

Tampa was nothing more than a lonely outpost on the frontier until the end of the Third Seminole War. On March 3, 1845, Florida became the 27th state. Four years later, Tampa was officially incorporated as the “Village of Tampa,” with a population of 185 civilians and 974 military personnel. It was incorporated as the City of Tampa on December 15, 1855.

As a Confederate state during the Civil War, Florida was geographically isolated from the conflict. Florida’s farms, however, became a primary food source for the Confederacy and Tampa became one of the main ports for shipping those supplies. The Union Navy stationed several ships at the mouth of Tampa Bay, but Confederate blockade runners repeatedly slipped through to ship cattle and citrus and re-



Fort Brooke, 1824

ceive needed supplies from Spanish Cuba. Union forces occupied Tampa after the war ended and remained there until 1869.

During the 1860s and 1870s, Tampa and the surrounding area was frequently affected by yellow fever epidemics transmitted by mosquitoes from the surrounding swamplands. Many residents packed up and left rather than risk contracting the disease. Tampa became a ghost town.

Three events changed Tampa’s destiny.

First, phosphate was discovered southeast of Tampa in 1883



Henry B. Plant

in Bone Valley. Essential for the production of fertilizer and other products, phosphate was soon being shipped in great volume from the Port of Tampa.

Second, Henry B. Plant connected the previously isolated Tampa Bay area and southwest Florida to the nation’s rail-

road system in 1884, and then established regular steamship service between Tampa, Cuba, and Key West, sparking tremendous population and economic growth in the region. To promote passenger traffic, Plant built the Tampa Bay Hotel resort along his rail line through Tampa.

Third, the new railroad attracted the cigar industry. In 1885, the Tampa Board of Trade helped Vicente Martínez Ybor move his cigar manufacturing operation from Key West to Tampa. The steamship service to Cuba facilitated regular imports



Vicente Martínez Ybor

of prime Cuban tobacco. Plant’s railroad into Tampa completed the transportation link for shipping cigars to the entire U.S. market. Demonstrating his marketing savvy, he brought the railroad within a block of his yet-to-be-built Tampa Bay Hotel, now the Henry B. Plant Museum.

Seeing Tampa Bay in Three to Five Days

Tampa Bay is in a sub-tropical climate which means visiting there in the winter months is probably your best time to really enjoy being outdoors. In the summer months the mid-day and afternoon temps are usually in the upper 90s and the humidity

can be described with one word: high! In January you can expect highs in the low 70s and lows in the 50s, with an occasional dip into the high 30s or low 40s. Humidity in the morning usually peaks at 88% and drops to 57% by mid-afternoon.

On our tour of the Tampa Bay Area, we visited Apollo Beach, St. Petersburg, and Tampa. If a beach is in your plans, the Clearwater beach is one of the best. The beach and the campground at Fort DeSoto State Park are recommended. Of course, you

can choose a few or all of the attractions we visited. This is a great area. Counting the two years I was here in college, Carolyn and I lived here 13 years. You can follow our trip day by day or select and visit attractions based on your personal interests.

The Manatee Viewing Center

Due to Covid-19, the Manatee Viewing Center will be closed until November 1, 2021. We would have suggested you start your Tampa visit here during the November to April viewing season. When you do visit, set your GPS for 6990 Dickman Road, Apollo Beach 33572. This is where we began our tour.

The viewing center is located at the Big Bend Power Station. The power station has four coal-fired units that meet strict environmental regulations through the use of flue gas desulfurization systems called “scrubbers” which remove sulfur dioxide when coal is burned. The system complies with the standards set by the U.S. Clean Air Act Amendment of 1990.

Seawater used by the power station



is pumped back into the Bay after being warmed by cooling the power generation

process. The water is also cleaned during the procedure. In the winter when the water temps drop, the local manatees gather in the discharge area to swim in the warmer water. Without the plant's location, they would have migrated farther south to warmer water. The area is a protected sanctuary. Visits to the Manatee Viewing Center are free, but only open when the manatees are in the area from November to April.

In addition to the manatees, there are butterfly gardens, a stingray touch tank, and a hiking trail through the estuary that provides opportunities for more animal sightings.

See: tampaelectric.com/company/mvc

Phone: 813-228-4289 Check ahead for visiting hours. They may change daily.

ZooTampa at Lowry Park

Zoo Tampa is located at 1101 W. Sligh Ave. The park covers a 63-acre expanse of seven natural habitats that acquaint vis-

itors with over 2,000 animals. The zoo is recognized as the center for Florida conservation and biodiversity and support-

ed with grants from the state of Florida. Operated by the Lowry Park Zoological Society, the zoo focuses on the conser-

Usually weighing approximately 200 lbs., the **Red River Hog** is native only to sub-Saharan Africa and Madagascar. They prefer rainforest habitats.





vation of endangered species, both locally and globally.

The habitats include Manatees, Florida, Aviaries, Primates, Asia, Africa, and the Australian Wallaroo, a children's park. You can upgrade your visit by booking tickets for Up-Close Animal Encounters and Feeding Experiences. See zootampa.org/encounters for tickets and children's minimum ages.

Since 1991, the Manatee Critical Care Center has treated over 400 manatees and successfully reintroduced 230 of them into Florida waters. As manatee patients recover, visitors can see the center's care procedures in real time in the recovery pools of Manatee Mangrove. Be sure to visit the underwater viewing area at feeding time. It's quite an experience to watch the manatees devour barrels of lettuce.

Up-Close Encounters include African Penguin Backstage, Indian Rhino Feeding, Aldabra Tortoise, Koala Photo Opps, African Elephant

From top: Even with its eye-catching markings, the **Okapi** was not discovered by Western zoologists until 1901. They are solitary and very secretive. Their sharp sense of hearing enables them to elude predators long before they are within sight. ♦ The **Florida Panther**, unlike other large cats, cannot roar. It hisses, purrs, chirps, and growls. Like many large carnivores, it requires a very large territory to roam and hunt. ♦ The **Great Indian Rhinoceros** is a solitary animal with very poor vision, but its large swiveling ears provide excellent hearing. This specie's life span is 45 years and it weighs in at 4,500 pounds. ♦ The **Meerkat** is a member of the mongoose family. A very social animal, they live in colonies of about 30, known as a "mob." They live underground in a complex system of burrows.

(the earth's largest land animal), Southern White Rhino Backstage, Giraffe Meet & Greet, and Breakfast with the Animals. In addition to the special encounters, you can observe several of the endangered species in natural habitats, including the African Painted Dog, the Pigmy Hippo, and the Florida Panther.

Staff members offer special talks throughout the day. The Conservation Tails Walkabout meets daily at 2:30 at the Manatee Overlook on the Florida Boardwalk. At the Zooventure Theater every day at 11:30, get up close and learn about the antics and life of amazing animals. Most of the primates in Primate World are endangered species. They include orangutans, Colobus monkeys, lemurs, mandrills and many more.

In the Asia habitat, visit the Lorikeet Aviary with a feeding experience, plus Malayan tigers and tapirs, Komodo dragons, leopards, and more. The African habitat includes the elephants, rhinos, okapis, and Red River hogs. Visitors can be the assistants in training sessions for the giraffes.

Designed for children, the Wallaroo has a petting zoo, pony barn, and rides. A carousel and the Roaring Springs Water Adventure were added recently.

Zoo Tampa has put in place an excellent plan for a safe visit. Before you go, please read the information at this link: zootampa.org/visitor-info/new-beginning-zootampa-reopens/ Admission: Adults (12+), \$39.95; Child, \$29.95. For an additional \$3.00 per ticket, you can purchase a pass for all of 2021. Hours: Daily, 9:30-5:00; closed Xmas & New Year's Day.



Rhinoceros



Lion



Hippopotamus



Busch Gardens Tampa Bay

We visited the park early in 2020 before Covid-19. You can divide Busch Gardens into the music venues, the zoo, the gardens, and the rides. The relatively small seating capacities for music venues were tightly packed. We enjoyed a performance by an Elton John impersonator. If they are scheduling indoor theater shows in the first quarter of 2021, you probably should skip them unless you were in the early flight of those receiving vaccinations. The ice skating stage (yes, a stage, not an ice rink) was small, but the ice skating performances were very professionally executed.

On the plus side, the gardens and associated zoolog-

ical areas are quite nice. The “Serengeti,” toured by train, has many large animals including elephants, zebras, giraffes, and various gazelles. More confined spaces feature gorillas, tigers, cheetahs, alligators, and kangaroos. In the underwater viewing area, we watched the massive hippo dance along in the water’s buoyancy. The park claims to have over 12,000 animals on exhibit. Busch Gardens is known for its neck jerking, take-your-breath-away rides, which should be enjoyed by people half my age.

HOURS: Daily, 10–10.

ADMISSION: Starts at \$90/day. Parking, \$25. Other deals available online.



Ybor City

Tampa was still a small town of 1,000 after Fort Brooke had been decommissioned by the U.S. Army in 1883. An entrepreneur from Valencia, Spain, and the small village of Tampa had a mutual destiny.

In 1856, Vicente Martinez-Ybor left his homeland and founded a cigar manufacturing company in Havana, Cuba, a colony of Spain. His “Prince of Wales” brand became so popular that production ramped up to 20,000 cigars a day. When a war for independence broke out, he fled with his family to Key West, followed by many of his employees.

He continued manufacturing his popular brand and added a “Havana clear” cigar made with Cuban tobacco and rolled by Cuban workers. A conflict between the Spanish and Cuban workers, labor unrest, and shipping problems from the island city led Martinez-Ybor to look for a new location on the peninsula. A visit to Tampa resulted in the purchase of 40 acres. Other cigar manufacturers bought adjoining parcels. Italians, Spanish, Cubans, and Sicilians poured into the fast growing village. Martinez-Ybor and other owners built small houses called casitas

and sold them at cost to the workers. Ethnic clubs formed and became mutual-aid societies where families gathered regularly for dinners, dances, and religious holidays.

Although Mr. Martinez-Ybor died in 1896, Ybor City over the next 40 years became a phenomenon in the American South—a successful multi-ethnic, multi-racial town almost entirely owned by immigrants. Unfortunately, the town was unable to escape the Great Depression of the 1930s after the demand for cigars suffered a rapid decline that continued through World

War II. The labor-intensive factories closed as the manufacture of cigars shifted to mechanized equipment. A steady exodus of the once vibrant population continued for 30 years. By the mid-1970s, most of the neighborhoods and buildings had been abandoned. In the 1990s and early 2000s, some of buildings on 7th Avenue and surrounding areas became entertainment centers for all ages. The solid old brick manufacturing buildings were renovated for offices and loft residences. The surviving casitas were rehabbed, bringing fresh life to some of the streets.



The old Ferlita Bakery building



We began the second day of our tour of Tampa in Ybor City on the northeast side of downtown Tampa. You can park at the Fernando Noriega Parking Garage (\$1.05/hr) at the corner of Palm Avenue and 13th Street. If you arrive before nine, you will find plenty of street parking. Walk to the **Ybor City Museum State Park** at 1818 9th Avenue, located in the old Ferlita Bakery Building in the Ybor City Historic District. In its heyday, the bakery produced Cuban bread for the workers in the cigar factories. The ovens are part of the museum’s displays that cover the history of the cigar industry. Bread was delivered every morning to the cigar workers’ homes and impaled on a long nail protruding from the doorframe.

Be sure to watch the movie about the

cigar factories and the thousands who sat at their work stations rolling cigars all day while they listened to the interesting stories and news read by a lector who sat on an elevated platform. The employees selected the material to be read which ranged from history to entertaining installments of long stories. Be sure to visit



the adjoining garden and restored casita. The cigar boxes for shipping the various brands were elaborately decorated with paintings of the buildings and the cigars, and embossed type. Panels from the cigar boxes are available for sale along with many other interesting memorabilia. Before you leave the museum, get a copy of the Walking Map and Guide.

To watch cigars being made in quantity, visit **Tabanero Cigars** at the corner of 16th Street and 7th Avenue. You can chat one-on-one with Odelma Matos (*at left*) at **La Faraona Cigars**, 1517 E. 7th Ave., Suite A, while she custom hand-rolls cigars without the use of a mold. “We only roll premium longfiller tobacco,” she explains. “We are a Cuban family who has rolled cigars for 120 years.”



If you are in a shopping mood, visit **Centro Ybor** at 1600 E. 8th Avenue to browse several unique stores, and enjoy lunch or evening dining and entertainment.

Before you leave Ybor on the **TECO Line** electric streetcar, make a reservation

at the **Columbia Restaurant** (above) at 2117 E. 7th Ave. at 813-248-4961. Beginning as a corner saloon in Ybor 115 years ago, the Columbia is the oldest restaurant in the state. It has grown into the largest Spanish restaurant in the world with sev-

en locations in Florida. Eat a very light lunch so you can really enjoy a five-course dinner. The Original “1905” Salad® is a must. Tapas and sopas are all delicious. You will deliberate over the entrées for 15 minutes if you don’t read the menu online before you arrive. I always finish off with flan or white chocolate bread pudding. See columbiarestaurant.com for deadlines to reserve a table at the stage where “The Fire of Flamenco” (at left) is performed every evening except Sunday (\$8 cover).

If you are a major league baseball fan, the **Tampa Baseball Museum** at the Al Lopez House at 2003 N. 19th St. may be open by the time you make your trip to the Greater Tampa Area. Lopez was Tampa’s first major league player, manager, and Hall of Fame inductee. Call (813) 247-1434 to check on the opening date.

The free yellow streetcars will take you to downtown Tampa for your next destination—the Florida Aquarium. It stops for passengers every two blocks along 7th Avenue.

The Florida Aquarium



Located at 701 Channelside Drive, the Florida Aquarium was voted one of the top three aquariums in North America by *USA Today* readers. The aquarium’s signature exhibit is the Coral Reef which holds 500,000 gallons of natural salt-water, refreshed quarterly throughout the year. Featuring the large sand tiger sharks, the museum’s popular “Dive with the Sharks” program is a SCUBA dive for ages 15+ who are certified divers.

The Coral Reef Research program is

addressing the state’s loss of 50 percent of its coral over the last 250 years due to pollution, human contact, and disease by joining a consortium led by the University of Miami, NOVA Southeastern University, SECORE, and the Frost Museum. The goal is to restore 125 acres of coral reef by planting 150,000 coral colonies by 2022.

The “Waves of Wonder Gallery” opened in 2018. It features the 100,000-gallon “Heart of the Seas” exhibit with a stunning collection of goliath groupers, south-

ern stingrays, tarpon, bonnethead sharks, and Kemp’s ridley sea turtles. This aquarium offers the “Heart of the Sea Swim” for younger guests ages six and older. A “Shark Swim” is open to guests nine and up without being SCUBA certified.

The huge simulated wetlands exhibit is located under the tall glass atrium, rated by the Florida AIA as one of the top 100 architectural structures to see in the peninsula state. The wetlands exhibit shows the journey of a drop of water from one of Florida’s many fresh water springs to the open waters of the Gulf of Mexico. We were mesmerized by the otters who seemingly enjoyed performing their natural antics, much to our delight.

The ring-tailed lemurs viewed in the wetlands area come from south and southwestern Madagascar. They live in family groups where the females are in charge of everything. The wetlands are also populated with a variety of ducks, alligators, and pelicans.



Ringtailed Lemur



River Otters



Spiny Lobster

Although we did not have the space for more pictures, the huge glass panoramas of the large aquarium are spectacular.

We did not take the Wild Dolphin Cruise but it has good ratings on TripAdvisor. Depending on the amount of time you spent at Ybor City and the Aquarium, this could be a good place to end your 2nd Day's Tour. Hop on the streetcar at Stop 7 and get off at Stop 9 for a little R&R time in the Cotanchobee

Fort Brooke Park, a beautiful waterfront park with a pier extending over the Hillsborough River. A stroll before sundown will whet your appetite for dinner at the Columbia Restaurant. Hop on the TECO streetcar for a return to Stop 4 which will drop you off within one block of the Noriego Parking Garage.

INFORMATION: flaquarium.org and 813-273-4000

HOURS: Mon.-Thu., 10:30-4; Fri.

9:30-5; Sat. 9:30-9; and Sun. 9:30-5.

ADMISSION: Masks and online reservations are required.

THE AQUARIUM: Weekday, weekend, and holiday rates vary from \$25.45 to \$33.45 for adult general admission. Seniors: 10% discount. Children: 14% discount.

WILD DOLPHIN CRUISE COMBO TICKET: Rates vary from \$42.45-\$50.45 for adult admission. Senior's and children's discount rates vary from 8 to 14%.

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The Tampa Bay History Center

Located at 801 Water Street, the Tampa Bay History Center is a good starting point for Day #3 of your visit to the Greater Tampa Bay Area. We parked at the Noriego Parking Garage again and

rode the streetcar to Stop 9. This place makes history really fun. As you enter, you will find several “did you know?” iconic posters that shout “It happened here!”



Tarpon fishing in Tampa Bay may be one of the most thrilling experiences in the world to a tarpon angler.



The first cattle introduced to this country arrived in Florida from Spain long before the legendary herds of the West and the famed American cowboy.



The Flamenco dancer is one of the colorful Spanish influences expressed in the region’s cuisine, architecture, and art.



Cigar labels and boxes featured local architecture and landscapes, serving as a marketing tool for the area.



Henry Plant in 1884 brought the railroad to Tampa, creating a revolution in transportation by connecting the city to the American interior.



During the late 1930s and early ’40s, the strawberry airplane label on fruit crates announced Plant City as the “strawberry capital of the world.”



Tampa’s port system has evolved into Florida’s largest, moving 50 million tons of cargo annually.



Babe Ruth spent 11 spring training seasons here while he was with the Red Sox and the Yankees. In Tampa, on April 4, 1919, he hit his longest home run ever—587 feet!



The first automobile appeared on Tampa’s streets on June 14, 1900. By 1902 the city had an Oldsmobile dealership. Tampa’s sandy streets were repaved with brick.



Thousands of air crews trained at MacDill, Drew, and Henderson Army Air Fields during WWII, learning to fly the Martin B-26 Marauder.



The Tampa Theatre opened in 1926. Its iconic marquee helped make the theatre an official City of Tampa Landmark.



The electric Birney streetcars served Tampa from 1892 to 1945. In 2002, electric streetcar service returned, connecting Ybor City to downtown Tampa.

Florida’s First People

The dating of artifacts at the Page-Ladson site in Jefferson County, Florida, has shown habitation in the peninsula 14,500 years ago. The Hillsborough River–Tampa Bay area has supported humans for at least 12,000 years. Archaeologists believe the earliest aboriginal people roamed the peninsula during the Paleo-Indian period. While the earliest people were hunter-gatherers, later evidence shows tribal sites where communal living and the mild climate permitted the cultivation of squash, pumpkins, beans, and maize. Burial mounds and middens have produced rich evidence of how the aboriginal people lived during the last two millennia.

Although they were not interested in recording the cultural mores, tribal governance, and family organization of the Indi-

ans, the Spanish explorers Ponce de León and Pánfilo de Narváez were the first literate Europeans to encounter both friendly and belligerent tribes in the peninsula and move their history from oral to written.

In permanent exhibits, the Tampa Bay History Center does an excellent job of telling the story of the Seminole and the Miccosukee people, both historically and currently. Between 1817 and 1858, the U.S. government waged three wars against the Seminole nation, the longest and costliest Indian War in American history. Another permanent exhibit, including a turn-of-the-century tobacco shop, relates the 50-year story of Ybor City and the cigar factories.

Current exhibits include:

“Tusks to Tails: A Fossil History of Florida”;

“The Shape We’re In: Early Maps of Florida”; and
 “Sunshine State Showdown: Pro Wrestling in Tampa Bay.”

Be sure to enjoy lunch at the **Columbia Café**. See the menu at tampabayhistorycenter.org as well as full information about the current exhibits.

HOURS: Daily, 10–5. Closed Thanksgiving & Christmas.

ADMISSION: Adults, \$14.95. Seniors (60+), students (with ID), military & first responders, \$12.95. Youth (7–17) \$10.95.

Leaving the History Center, we crossed Water Street, walked through the Cotanchobee Fort Brooke Park, and began a stroll on the **Riverwalk**, a wide thoroughfare for walkers, joggers, bicyclists, and skateboarders.



Tampa's Riverwalk

Experience Tampa’s downtown with a walk along the Hillsborough River. The 2.4-mile path is your walkable, bikable or Segway-able connection to all of downtown Tampa. Start at the Tampa Bay History Center, making sure to take in the Riverwalk Exhibit, a 550-photograph collage by artist Bruce Marsh. As you head down the Riverwalk, you’ll find MacDill Park, the Florida Museum of Photographic Arts, Kiley Gardens, the Curtis Hixon Park, Tampa Museum of Art, Straz Center for the Performing Arts, and the Patel Conservatory. The Riverwalk is the best and easiest way to experience the city and all of its main attractions. By the time you reach the north terminus, you can take a break at one of the many top-rated restaurants in the area.



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Florida Museum of Photographic Arts



The museum is located on the 2nd and 3rd floors of the Cube at 400 North Ashley Drive. The structure was selected as one of the Top 100 buildings in Florida in AIA's *Florida Architecture: 100 Years, 100 Places*.

Some of the museum's permanent collection include an entire suite of Harold Edgerton's works using his invention, the

strobe light. The collection also includes a notable Dorothea Lange photograph. She was one of the best known photographers and photojournalists commissioned by the Farm Security Administration to document Depression-ravaged America. Her *Migrant Mother* became one of the most iconic images emerging from the 1930s.

Other notable items in the permanent collection include Len Prince's celebrity portraits, a portrait of Ansel Adams by Judy Dater, and scenes of Pittsburgh by Charles Harris. Burk Uzzle's Woodstock scenes and Bud Lee's images from the sixties and seventies document important moments of that era's counter-culture. The museum's collection of early panoramic photography records scenes from the early 20th century, the construction of the Panama Canal, and early Tampa history.

Upcoming exhibits in 2021 include Jeff Whetstone-Batture Ritual (Jan.-Apr); Bremner Benedict—Hidden Waters / Desert Springs / Uncertain Future (Jan.-Apr); and NoelleMason: X-Ray Vision vs. Invisibility (TBA). Until the pandemic has subsided, tickets must be purchased online for two-hour sessions of small groups. Go to fmopa.org for available sessions and fees.

The Tampa Museum of Art



Located at 120 W. Gasparilla Plaza and accessible from the Riverwalk, the Tampa Museum of Art celebrated 100 years in 2020. It evolved from a small local arts organization to the City of Tampa's museum of art dedicated to celebrating the diversity of its home. Housed in a modern

and architecturally impressive facility, the museum's permanent exhibits feature a broad collection of classical antiquities, including sculpture, pottery, prints, and photographs.

Focusing on modern and contemporary art, the collections include decorative

arts & sculpture, works on paper, 20th century photography, painting, and new media.

Upcoming exhibitions in 2021 will be "Her World in Focus: Women Photographers from the Permanent Collection" (Feb 4-June 27); "An Art of Changes: Jasper Johns Prints: 1960-2018" (Apr 29-Sept 5); and "Skyway: A Contemporary Collaboration 20/21" (June 3-Oct 10). See tampamuseum.org/upcoming-exhibitions/ for complete descriptions.

HOURS: Mon-Wed, Fri-Sun: 10-5; Thu: 10-8.

ADMISSION: Adults, \$15. Seniors (65+), military, Fla. educators, and professional artists, \$7.50. Students, \$5. Children (≤ 6), no charge.

If you are ready for a one-mile walk, retrace your steps on the Riverwalk to the FL-60 bridge crossing the Hillsborough River. The second walking exit from the sidewalk on W. Kennedy will land you on the campus of the Henry B. Plant Museum. If you prefer a complimentary ride, use your Downtowner App and call for your electric car and driver (Tesla or Chevy Bolt).



Henry B. Plant Museum

As we noted earlier in the story, Plant brought the railroad to Tampa in 1884, primarily to move cargo north into the more populated part of the U.S. Concurrent with Henry Flagler building the opulent Ponce de León Hotel in St. Augustine, Henry Plant built the Tampa Bay Hotel which opened in 1891.

New York architect J. A. Wood designed a luxurious resort in the style of a Moorish palace, taking advantage of the sub-tropical climate to create exotic gardens. The hotel with its opulent furnishings cost \$3,000,000, which would be \$86,000,000 in today's economy. Electric lighting, private baths, telephones, and elevators were some of the amenities.

The hotel's hunting and fishing guide conducted forays into the wilds of Florida and offshore in the Gulf. Golf, tennis, horse racing, dancing, boating, and swimming were popular diversions.

Finished in 1896, the Tampa Bay Casino with a performing arts stage and seating attracted top talent, including John Philip Sousa, Anna Pavlova, Ignace Paderewski, and Sarah Bernhardt.

With the opulence of past civilizations and the revivals of the classical styles from the Renaissance, Greece, and Egypt, the Gilded Age inspired the hotel's interiors, decorations, and furniture. Henry and Margaret Plant traveled throughout Europe to acquire the furnishings that included sculptures, Oriental

- Clockwise from top left:* Arriving guests were transported by carriage from the train to the hotel's entrance. ♦ The reading room was elegantly furnished with writing desks and fine stationery. ♦ The Plants scoured Europe for hand-painted vases and exquisite tapestries. ♦ High-ceilinged bedrooms have adjoining sitting rooms with fireplaces. ♦ Guests could choose to be served in their private dining room.



carpets, paintings, and tapestries—enough to fill 41 boxcars that arrived from ports on the East Coast. Many of these objects survive and are on display now. The furnishings in the Writing and Reading Room are arranged as they were in 1891. The bedroom and bath are nearly identical to the original rooms. The halls and dining room boasted rich tapestries, paintings, and large vases.

The hotel operated for 40 years, long after Henry Plant died in 1899, and was visited often by such notables as Babe Ruth, Thomas Edison, Teddy Roosevelt, Winston Churchill, Frederic Remington, John Jacob Aster, and many more.

Tomorrow we will visit three interesting places in St. Petersburg. A call to the Downtowner app will get you back to Stop #11 for a ride on the yellow electric train to Stop #4.

HOURS: January through November: Tue–Sat, 10–5; Sun, 12–5. Closed Monday & selected holidays. If you are visiting in



December, the hours are extended each day for visitors to enjoy period decorations during the Victorian Christmas Stroll.

ADMISSION: Adults, \$10. Military, seniors, students, \$7. Children (4–12), \$5.

The Morean Glass Studio

Located in St. Petersburg at 714 1st Ave. North behind the Morean Art Center where you will see the Chihuly Collection, the Morean Glass Studio takes you behind the scenes where resident glass artists create unique works of art.

From gathering the molten glass from the furnace, to working it on the pontil pipe and glory hole, to its final cool down process in the annealing kiln, visitors will acquire an understanding and appreciation for this art form that is centuries old. Watch the gaffer blowing glass while the assistant narrates in detail the science behind glass, the artistic vision guiding the process, and all of the steps involved as the work is being produced. All of the pieces created are for sale in the Glass Studio Store in the Morean Art Center.

The Morean Glass Studio complies with all COVID-19 ordinances and requirements. With severely reduced visitors in Spring 2020, the Studio decided to shut down “Puff,” the larger of the glass furnaces, for the first time in 10 years for much needed maintenance and repair work. The molten glass had been maintained 365-days-per year through holidays and hurricanes without interruption. The work was completed and “Puff” was fired back up recently, allowing the studio to reopen.

HOURS: Mon–Sat, 10–5; Sun, 12–5.

ADMISSION: Adult, \$20; seniors (65+) and military, \$18; Students (6–18, 18+ with college ID), \$13.

Admission to the Chihuly Collection is included in the ticket price for the Morean Glass Studio.



The Chihuly Collection Presented by the Morean Arts Center

Located at 720 Central Avenue, the Chihuly Collection is one of five major venues displaying Dale Chihuly's work in the U.S. His works demonstrate outstanding artistic merit in the field of blown glass, "moving it into the realm of large-scale sculpture." Working with his team of master glassblowers, Chihuly's production and annual sales have moved into tens of millions. In addition to the Chihuly Collection in St. Petersburg, his work is exhibited at the Oklahoma City Museum of Art. Throughout his career of more than a half century, his works have appeared in major museums around the world. He maintains retail stores in partnership with MGM Resorts International and the Chihuly Garden and Glass in Seattle.

Born in 1941 in Tacoma, Washington, Dale Chihuly was introduced to glass art while studying interior design and architecture at the University of Washington. After graduation in 1965 with a degree in interior design, he experimented with glassblowing. His work impressed Harvey Littleton who had established the first glass program in the U.S. at the University of Wisconsin-Madison. On a full scholarship, he studied with Littleton and received an MS degree in sculpture. He moved on to the Rhode Island School of Design (RISD) where he earned an MFA degree in sculpture in 1968. A Fulbright Fellowship in 1968 enabled him to work at the Venini glass factory on the island of Murano, Italy, where he learned the team approach to blowing glass, a technique that was foundational to the rest of his career. He returned to RISD where he established the glass program and taught for more than a decade. In 1971, Chihuly cofounded the Pilchuck Glass School near Stanwood, Washington, which was

Above right: In *Mille Fiori* (Italian for a thousand flowers), Chihuly revisits and refines many of his earlier forms and techniques. Combined with exciting new elements, he creates spectacular installations that are true gardens of glass rather than glass forms within gardens.



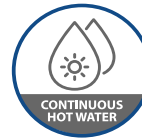
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Chihuly's *Chandeliers* range from three to thirty feet and can include as many as 1,000 elements of glass attached to a stainless steel armature. ♦ His *Venetian* series with Italian master Lino Tagliapietra has a character of its own with flamboyant attachments, sometimes humorous and often organic.

central to establishing the American studio glass movement in the Pacific Northwest.

A head-on automobile accident in 1976 blinded him in his left eye. A painful shoulder injury three years later prevented him from holding the glassblowing pipe. He hired and trained others to produce his creations, allowing Chihuly to see the work from more perspectives. His modified role has been described as “more choreographer than dancer, more supervisor than participant, more director than actor.”

The Dalí Museum

Located at 1 Dalí Blvd., St. Petersburg, on the downtown waterfront, by 5th Avenue SE, the Salvador Dalí Museum contains the largest collection of the artist's work in the Western Hemisphere. The Dalí Theatre and Museum in his hometown of Figueres, in Catalonia, Spain, displays the single largest and most diverse collection of works by Salvador Dalí.

The Dalí Museum collection holds a wide variety of the artist's works from his entire career including 96 oil paintings,

over 100 watercolors and original drawings, book works, prints, sculpture, photos, manuscripts, and an extensive archive of documents.

Born in 1904, Salvador Dalí is known for his technical skill as a painter and his remarkable imagination. He frequently depicted the landscapes of his homeland that were transformed in his work through his imagination and dreams. Born into a prosperous Catalan family that divided its time between Figueres and the coastal village of Cadaqués, Dalí

attended a prominent art academy in Madrid. In 1929 he became part of the Surrealist Movement, possibly its most visible and controversial member. That year he met Gala Éluard when she visited him with her husband, poet Paul Éluard. He later married her in 1934.

With exacting execution, *Lincoln in Dalivision* provides a unique experience when the observer views the painting at a distance of 30 feet. ♦ *The Ecumenical Council 1960* ♦ The AIA's Florida chapter in 2012 placed the Dalí Museum on the list of *Florida Architecture: 100 Years, 100 Places*.



Dalí left the Surrealist Movement in 1939 and fled with Gala in 1940 to the U.S. where they spent the WWII years. He reexamined his strategy toward art and rejected modernism. After connecting with other artistic traditions, Dalí and Gala returned to Spain in 1948, subsequently dividing their time between Europe and the U.S.

Reynolds and Eleanor Morse in 1943 began forming the most significant private collection of Salvador Dalí artwork in the world. A. Reynolds Morse (1914–2000) earned an MBA at Harvard and became a pioneer in the plastics industry. Eleanor Reese Morse (1912–2010) earned a master's degree in French and Spanish from Case Western Reserve. They first saw Dalí's art in March 1942 at the Cleveland Museum of Art. A year later on their first wedding anniversary, they purchased their first Dalí painting from a dealer and shared a drink with Salvador and Gala Dalí in the King Cole Bar at the the St. Regis Hotel in New York, a meeting that initiated a 40-year intimate friendship and ultimately a \$30 million museum.

Recognized as authorities on Dalí's work, the Morses authored several books and articles on the artist, translated his writings into English, and trained the docents who initially worked in the Dalí Museum. In 1989, in recognition of their scholarly efforts, and by order of King

Juan Carlos of Spain, the Morses were presented with the Cross of the Officer of the Order of Isabella the Catholic, the highest honor the Spanish government can bestow upon a non-Spanish citizen.

The surrealism-inspired museum structure in St. Petersburg features a large glass entryway and skylight made of 1.5-inch thick glass. Opened in January 2011, the 75-foot tall entryway, called the “Enigma,” encompasses a spiral staircase. The walls of the museum are composed of 18-inch thick concrete, designed to protect the collection from hurricanes.


EXHIBITS: A current exhibition of *Van*

Gogh Alive will run through April 11, 2021.

At Home with Dalí. A diverse group of portraits by five photographers. 40 images. July 1, 2020–Indefinitely.

Dalí's Masterworks in Augmented Reality. View eight masterworks using augmented reality (AR) technology to gain a deeper understanding of the meaning behind their complex imagery.

HOURS: Daily 10–6 (Thu & Fri until 8).

ADMISSION: Timed tickets sold online only. Adults (18–64), \$25. Discounted adults (65+, educators, fire, military, police), \$23. Students (13–18, college 18+), \$18. Youth (6–12), \$10. Parking: \$10. 

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More comfort on the move



Wayne Williams and Bob Tiffin, editors

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

Please use the enclosed postcard and send Wayne and Bob your questions about your motorhome and its operation, especially those questions that may be useful to all of our readers. If you need more space, address your letter to:

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

Wayne and Bob would also like to hear your ideas, suggestions, and innovations that would make our motorhomes more useful and functional. If you have a photograph to send, please put the postcard and photo in an envelope and send it to the same address. Please send a SASE if you would like for us to return your photographs, disk files, or manuscript.

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

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

Dear Wayne and Bob . . .

Cruise Control Coming on Intermittently

I have a 2007 Allegro Bus that I bought new. I have had a lot of trouble with the cruise control not coming on, then sometimes coming on and off intermittently while I was driving (very dangerous). I took the bus to three repair shops. No one had any

clue what was wrong. We replaced the BRAIN, the spring in the steering wheel, and the buttons on the steering wheel. It cost me a fortune!

After six months of repair shops, it still did the same thing, and I said to myself, "I'm going to fix this!" I laid down and looked in the cabinet in between the driver and passenger seat where Tiffin bolted the BRAIN to the floor of the coach (after taking the drawer out) and the wires came loose. I realized that every time the drawer was opened and closed, it messed with the wiring. I zip-tied the wires and it was fixed!

Michael Kenny, Lutz, Florida

Dear Michael,

Thanks for sharing your experience. Sometimes the simplest action will take care of what seems to be a complex problem. After you paid for the repair, did you return to the shop immediately and ask for a refund when the cruise control did not work? We hope so!

Our RV Mattresses Were Losing Air

We are the proud owners of a 2016 Allegro Bus 37AP. I wanted to pass on some information about our Sleep Number bed. It is a king size with two chambers, both of which have gone flat. There was definitely a problem with the chambers, not the connections. Sleep Number supported us with a partial warranty by charging about 60 percent off retail for the replacements.

Our pull-out sofa-bed is a Leggett and Platt. Caused by a faulty attachment where the pump joined the air chamber, the bed leaked every time it was used. We could see where the pump pulled away from the chamber. The manufacturer replaced the chamber and pump assembly at no charge. We wanted you to be aware of the problem and the good support we received from both manufacturers. We are curious to know if others are also having these problems. Thanks,

Don and Meagan Barrows, Manhattan Beach, California

Dear Don and Meagan,

Thanks for sharing. Your information will be helpful to other owners who might experience the same problem. But from a quality control perspective, we hope this was the only case.

Rear Stabilizer Won't Retract

I have a 2011 Allegro 35QBA, and have had only a few problems (all easy fixes). I still have one problem with one of my rear stabilizers not retracting. It will go down, but will not retract. I had a solenoid wire break while I was trying to manually retract it. I ordered another one, replaced it, and it still won't retract. So now I manually retract it every time. Any suggestions on what I should do to correct this?

Tony DiGiorgio, Cullman, Alabama

Dear Tony,

First, clean the jack extension and thoroughly lube it with

WD40. If the jack does not go up, we usually replace the jack. The fact that it will not retract indicates the packing is bad.

Occasional Flashing of Camera Monitor Screen

I have a 2011 Allegro 34QFA with a Triple Vision camera system. The monitor screen flashes occasionally. What should I check to find what is causing this to happen? Is there a replacement available to upgrade?

Tom Sadecki, Peotone, Illinois

Dear Tom,

Check all the camera connections on the back of the monitor, and at the cameras. If it is flashing on all the cameras, it could be in the monitor itself. The replacement would be a 7-inch color monitor.

Low Fuel Warning with Plenty of Fuel in the Tank

We have a 2017 Allegro Red 33AA. On a recent trip, the DIC would flash a "Low Fuel Warning." We had only used 33 gallons of fuel, and had over a half tank remaining. It started flashing so frequently, we pulled over to call our diesel mechanic who said not to be concerned if you know your fuel is okay, it could be a sensor. After getting home and talking to others, it seems this is something that occurs and should not cause concern, but we would like your input.

Thanks much, and to all those in the Red Bay Service Center, you're terrific! (That's despite the unfortunate change that you cannot remain with your coach in the bays!!)

Robert Wellington, Telford, Pennsylvania

Dear Robert,

This is likely being caused by a defective fuel level sensor. You will need to take your coach to a Freightliner service center to have the fuel tank and sensor checked.

Is This Method of Retracting the Jacks Okay to Use?

I have a 2009 32 ft. Allegro Open Road. My son showed me another way to retract the leveling jacks. I turn on the engine, put the engine brake on, have my foot on the brake, and put it in reverse. The jacks retract and turn off when it is finished. I'm sure this is a safety thing to prevent owners from driving off with the jacks down. Is it okay to routinely retract the jacks using this method? Will this procedure do any harm? I love my motorhome!

Stephen Botelho, Newark, California

Dear Stephen,

This is the emergency retract. If the system is operating normally, you should use "Retract All." It should not hurt the system to use the emergency retract. If this were a diesel with airbags, you would need to give the airbags time to recover before moving the coach.

Engine Sporadically Goes Into a Surge Cycle

I have a 2015 Allegro Open Road with Banks Power added. Spo-

radically (once or twice a day), the Ford V10 bogs down and starts hunting (goes into a surging cycle) for a number of minutes. Have you heard of this problem, and do you know of a likely cause?

Rollie Seibert, Wilsonville, Oregon

Dear Rollie,

Since the Banks system was added after your coach was manufactured to increase the power and fuel economy, you will need to call Banks Power Customer Help at 800-601-8072 for the most informed answer to your question.

Dumb Guy of the Year!

I have a 2005 Phaeton 38WGH. I win the Dumb Guy of the Year Award! I tried to remove all the wiring in the battery compartment, and have cleaned or replaced all of the front wires of the coach. The wires on the back of the connecting port were not

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oxidized. However, I need a schematic of the wiring for the electric bay to ensure I do not have chassis cables switched with house cables. I have not turned on the electric in case it would arc. Both systems are 12V but I just don't know which is which. Thank you!

Dick Wells
Carmichael, California

Dear Dick,
The battery diagram was included with the coach's original documentation when it was first shipped. Hopefully, it will help to some extent. You might contact our service department for more assistance and provide them with pictures so they can see exactly what you did when you re-attached the battery cables. [You can click on the PDF in our digital magazine \(ris-mag.org\)](#) to see the diagram.

ABS Brake Warning Light Stays On; Car Battery Loses Charge When Towed

I have a 2014 Allegro Breeze 32BR. The ABS brake warning light stays on all the time. Is there a diagnostic plug under the dash that reveals the error codes?

My tow car has an electrical cord connected between the car and the motorhome. It does not keep the car battery charged when being towed over 200 miles. Is there some way to increase the electrical system?

Roy Fisher
Renton, Washington

Dear Roy,
There are several components in the ABS system that can cause the ABS lamp to be illuminated. A standard 9-pin diagnostic port is located under the dash and to the left of the steering column. A technician using WABCO Toolbox software can connect to the ABS system via the 9-pin port to determine what is causing the ABS lamp to be illuminated.

The tow plug has a 12-volt ignition power circuit and a ground to provide charging for the vehicle in tow. If there is no power on the ignition terminal in the

tow plug, check the 30-amp fuse in the rear chassis power distribution module.

Slide-Outs Won't Extend

I have a 2013 Allegro Breeze 32BR. The slide-outs won't extend, even after 45 seconds of holding the switches. I recently had the inversion valve replaced in the air system. The slide-outs worked once or twice after that. What do you suggest?

Harry Calvino
Fort Collins, Colorado

Dear Harry,
Check the 12-volt relays on the slide-out pump located above the generator. When they start to go bad, they will resume working, at least for a while, by turning the ignition switch off and on while simultaneously activating the slide-out switch. This is not a reset, but sometimes it will make the contacts in the relays resume working for a while. If this works, you will need to replace the relays.

Slide is Damaging the Floor Surface

We have a 2017 Allegro Open Road 36UA. The long slide on the driver's side has marred the tile floor, not from debris, but due to the rollers moving and rubbing the surface of the floor. We had the service department at Crestview RV in Buda, Texas, look at it. A tech advised us that it is being caused by a design flaw due to the slide being so long and heavy. Is there anything that can be done to prevent the rollers from ruining our floor? Some sort of rubber floor runner under the slide inside the coach, perhaps? Help, please!

Mike and Kay Kilpatrick
Austin, Texas

Dear Mike and Kay,
To prevent the slide-out's rollers from coming in contact with the center section's floor, a thin rubber mat can be placed under the slide rollers as you bring in the slide. A thin, woven piece of carpet will also work. Our R&D team has tried nearly every roller available to solve this problem. We have learned that other

motorhome manufacturers are having the same problem. Hopefully, a clever inventor will come up with a roller that can take the weight/pressure and not leave a mark or fracture and break.

Slow Heating and Cooling of Coach

We have a 2018 Allegro Open Road 34PA. When running the furnace, it takes a long time for the temperature to raise to the level of the thermostat setting. Is that due to the floorplan having four slide-outs, making it difficult to run the duct work? The heat only comes out in the center section. Also, the ceiling thermostats have a hard time cooling down and shutting the A/C units off on a hot summer day. Is this normal because of the heat on the roof? Thank you,

David Kmet
Parma Heights, Ohio

Dear David,
Normally, the 15K BTU in the front and the 13.5K BTU in the rear (like you have on your coach) will cool this floorplan comfortably. As with any coach, the speed of cooling depends on the amount of direct sunlight on the windshield, the outside temperature, the set point of the thermostat, etc.

As far as heating your coach, you have a 35K BTU furnace and a 15K heat pump in the front AC. These two units are sufficient to heat your coach in most situations. If you are in extremely cold conditions, set the furnace's thermostat a few degrees above normal to make it cycle more frequently.

Will the Smart Suspension Eliminate Bumps, Shakes, and Rattles?

I am the proud owner of a 2019 Allegro Open Road 36LA. Since new, I've had several blinds to break and screws to come out while traveling. Any little bump in the road causes most everything in the coach to shake or rattle. In the latest issue of *Roughing It Smoothly*, I read about the new Liquid Spring Smart Suspension. My question is

this: Do you think this system will help with the bumps, shakes, and rattles? If yes, how much does it cost? And installation?

The steps have always worked intermittently. During our trip out west, they quit working altogether.

Dellnoris Fitzpatrick
Notasulga, Alabama

Dear Dellnoris,
The cost of the system and labor to set it up depends on where the system is purchased and the installer. Tiffin does not install the Liquid Spring equipment after the coach is built and shipped. Regarding the steps, the magnetic door switch should be checked to determine if the switch or the connections to the switch is the problem. The connections from the switch to the control board under the steps will also need to be checked.

I Can't See in the Freezer!

We just purchased a 2020 Allegro Open Road 36LA, and we love it! However, the position of the refrigerator-freezer presents a problem for me. I am of average height for a woman (5'4") and I cannot see into the freezer. Even our salesman couldn't see into the freezer! I had to purchase a step stool and keep it in the living area to solve my problem. I suggest you reroute your vent that elevates the fridge-freezer and place it directly on the coach's floor.

Kitty Cruser
Oklahoma City, Oklahoma

Dear Kitty,
Thanks for bringing this to our attention. I guess we need to hire another person in R&D. Steven Coon is about 6'3". But no kidding, we will take your suggestion seriously.

Stainless Steel Sink Care and Step Cover Adjustment

We have two questions in regard to our 2019 Allegro Bus. (1) It seems that the deep kitchen sink scratches easily. Is there any scratch remover or polishes that you can recommend to remove the scratches

from our stainless steel sink? (2) Our step cover extends and raises to meet the floor. We have noticed that it is not flush with the existing floor when raised to its highest position. It looks as if it is adjusted as far up as it can go. Can this be corrected?

Stephen Conner
Newbury Park, California

Dear Stephen,
You can use a stainless steel cleaner on the sink but not sure it will take out all the scratches. With regard to the step cover, there is very little adjustment on them. I checked two 2019 Allegro Buses in the shop this morning. In both coaches, the steps did not come up completely flush with the interior floor.

Where Can We Get Carpet Floor Mats for Our Wayfarer?

We recently down-sized from a 42-foot Class A coach to a Wayfarer 25GW. We don't like the standard front floor mats and would like carpet material for the driver-side and passenger-side floors. Where can we get carpet floor mats for our new 25GW?

Art Gray
Florence, Oregon

Dear Art,
Our rep confirmed that Mercedes-Benz offers no alternatives. He suggested a Google search. I did and found many options. Hopefully, you will find a set of carpeted floor mats that will meet with your approval. Mercedes-Benz just did not anticipate a variety of customer preferences on this item. Maybe aftermarket suppliers will take care of the gap. Good luck!

Incorrect Clock Time on Spyder Control

I have a 2019 Phaeton 40IH. When I access the panel on the Spyder control located on the outside wall of the middle lavatory, the display of the clock time is incorrect. The display cannot be adjusted by pressing the UP or Down triangle. I have tried rebooting the system but this

does not help. The clock time still will not adjust by pressing the triangles. Is there anything I can do short of having the Spyder reprogrammed?

Donald Borey
Gonzales, Louisiana

Dear Donald,
On the tool bar along the base of the Spyder control screen, you will see Settings, the last selection on the right. Open the folder and you will see the option to set the current time.

Black Water Odor in Coach

We have a 2007 Phaeton, purchased in 2009. Ever since we've had it, we have had problems with black tank odor. When the tank is over 40% full and the toilet is flushed, we get a plume of bad odor in the coach. It is much worse in hot temperatures.

I have tried almost every tank additive and have had limited success. I have never been able to get the tank quantity above 55% without having to drain the tank. I have also checked the tank vent for being plugged or being pushed too far into the tank. I also changed the roof vent extractor.

Edward Jennings
Las Vegas, Nevada

Dear Edward,
First, the vent pipe in the wall may have come loose where it goes into the black tank or the flush valve under the lavatory has malfunctioned and is leaking air from the black tank. If you have checked this and deduced that the pipe is intact with the spin weld in the top of the tank, then my second answer would be that one of the grey tank appliances has been plumbed into the black tank and the black tank vent line is plumbed into the grey tank. This would definitely create the odor that you are describing, and also explain not being able to fill the black tank any more than 55% full. Most of the odor would come from the toilet area and would be extremely noticeable when flushing the toilet.

Third, considering that you are the

second owner, has something been added to the coach that could cause this issue or has it been worked on and not properly been fixed. If these possibilities do not help solve the problem, please call the service center at 256-356-0261 and talk to a service tech about how to check the pipe connection in the wall.

Paint Coming Off on Edges

I have a 2019 Allegro Bus 45OPP. This is my fifth motorhome. I really enjoy my coach and the Tiffin service team has been great. The only complaint I have is that the paint is coming off on a lot of the edges. I really think Tiffin should stand behind their paint jobs. Otherwise, I am very pleased with my coach. It has a 605-hp engine and NO ONE leaves me!

Max Himmel
Baton Rouge, Louisiana

Dear Max,
You have three years of paint warranty from the date of purchase. Please take your coach to your Tiffin dealer for an evaluation. For owners within a day's drive of Red Bay, we usually recommend bringing it here.

Need Keys for the Safe in Our Coach

When we purchased our 2017 Phaeton 40QBH, we had the usual punch list of items that needed attention under warranty. All of these were addressed by Tiffin, except two. After much back and forth with customer service, I finally gave up because at the time both seemed relatively minor. (1. Unable to reset keyless entry pad. 2. The dealer lost the keys to the safe.)

Our future plans include a trip to Canada once the border opens. We heard from other coach owners crossing into Canada from Washington state that you must open the safe in the coach at the border crossing. At present, we are unable to do that. Customer service directed me to the company that supplied the safe to Tiffin. I had one promising phone call with them prior to their going out of business. I can

provide emails with Tiffin customer service. We are at a loss at this time. Thanks in advance for your help!

Ron and Karen Knight
Camas, Washington

Dear Ron and Karen,
We confirmed the safe company has gone out of business and cannot provide assistance. A professional locksmith might be of assistance. If a locksmith cannot open your safe, it will have to be drilled out to access the inside mounting screws to remove and replace it.

HWH Leveling Jacks Won't Retract

I have a 2010 Phaeton 36QSH coach. The rear jacks retract to within one or two inches and stop, and then have to be pried up. I have taken the coach to two RV service places and one Tiffin RV dealer and still have the same problem. One service center and the Tiffin dealer cleaned the shafts, checked the fluid, and said it was fixed, but the same problem persisted. Sometimes it is the right jack and sometimes the left one. I have spent around \$2000 and it is still not fixed. It has four new solenoids, four new springs, and one new HWH jack. Now the left rear jack keeps going up until you stop it. What can be done to fix these leveling jacks? I have met other owners who have similar problems.

David Peppard
Fort Pierce, Florida

Dear David,
The primary solution to your problem is keeping the jacks lubricated and not leaving them down for more than a month at a time without running them up and down a few times. As for the one jack that keeps going up, have a certified technician check the 220-lb. pressure switch. It is most likely defective or it just might be simply unplugged.

We Want to Replace Our Sofa

We would like to replace the L-shape sofa in our 2017 Allegro 34PA. We have contacted several vendors in the Red Bay area

about replacing it with the straight sofa. We have had no luck with the names you have provided. Is there any other option? Can we purchase a replacement sofa from Tiffin Motorhomes?

Gwendolyn and Karl Williams
Spanish Fort, Alabama

Dear Gwendolyn and Karl,
In February 2020, motorhome manufacturers in the U.S. were shocked when Flexsteel closed its RV division, leaving Villa as the only major supplier of RV furniture for Class A motorhomes. Driver and passenger chairs must have federal safety certifications. We are currently working through long backorder times with Villa. Your order for a new Villa sofa will likely take two or more months. A number of other companies manufacture RV sofas, but we have no basis on which we can make a recommendation. Any sofa must be properly installed in the slide-out and fitted correctly with safety belts if you intend to permit passengers to sit on the sofa while you are traveling. We will not accept responsibility for aftermarket installations made by other suppliers or dealerships.

Bed Slide-Out Does Not Fully Retract Along Bottom Edge

I have a 2008 Phaeton 40QDH. The rear DS slide-out does not go all the way in along the bottom edge. Is there a way to adjust this? I realize the motor and drive unit are under the floor of the bed.

Garry Dearborn
Maidstone, Saskatchewan

Dear Garry,
When this happens, most of the time it is the wall that is moving. If this is happening, Tiffin has a bracket to brace the wall. The Tiffin part number is #33243.

Concerns Regarding Tire Life

We purchased our 2019 Allegro Red 37BA in May 2020. It had 1200 miles on the odometer when we purchased it. We have put an additional 600 miles on the coach, but I am wondering about the tire life.

With the lack of use of my coach, now two years old, should I still expect many more years of use of the tires? I keep them inflated properly and covered when parked.

Timothy Weeks
Lake Monroe, Florida

Dear Timothy,
RV tires that are properly maintained by keeping them clean, at the correct pressure, and shielded from direct sunlight when stored, should last for several years. However, it is impossible to predict when tires should be replaced based on their calendar age alone. Michelin warranties their RV tires from defects in material and workmanship for seven years from the original date of sale. This warranty even covers sidewall ozone cracking. You should inspect your tires often for visual defects or damage. In addition to the visual inspection, you should also be aware of any changes to the dynamic performance of your tires such as an increase in vibration or noise. Such changes may indicate a tire needs to be removed from service prior to failure. It is also recommended you have your tires inspected at least annually by a qualified tire specialist, such as a Michelin tire dealer. The Michelin dealer may also recommend balancing or alignment. If you choose to operate your tires beyond the warranty expiration date, remember that Michelin states that all tires should be replaced after 10 years of service.

Slide Leaving Marks on Tile Floor, Airbag Question

We bought our 2019 Phaeton 40IH from LaMesa RV in Phoenix, Arizona, and lived in it there for a year and a half while Janis had a double lung transplant. We made several stops on our way home to Iowa.

We noticed the four slides were leaving marks on our tile floor. I can't remove the black marks on the bathroom slide floor or the ones right behind the driver's seat.

Our second problem: When I parked the RV in my shed and then got it out a week later, the airbags had let out all their

air. I didn't put the jacks down. Is this a common thing or do we have an air leak?

Is there a service person in my area that could come and look at our problems? We hope to hear back soon as we will need to go back to Phoenix for transplant follow-ups.

Larry and Janis Fajen
Elk Horn, Iowa

Dear Larry and Janis,
Tiffin has experimented with rollers from several manufacturers in recent years, but currently has not found one that does not leave marks. Because of the weight of the slides, non-rubber rollers will crack. We recommend using a thin rubber mat or a tough, but thin, woven rug placed in front of the rollers when you bring in the slides. When parked, the airbags will gradually lose their air. Running the engine at 1500 RPM will restore them quickly (which you can watch on your dash display). If you use the airbags to level the coach, the computer will maintain the amount of air required to keep the coach level.

Using a Modified Sine Wave Inverter in 2011 Phaeton

We own a 2011 Phaeton that we bought two years ago. When we are dry camping, should the outlets on the backsplash of the galley supply 110v without starting

the generator? I have burned out two new coffeemakers after using them three to five times while depending on the inverter to provide the 110v power.

When we are camping with shore power and the slides are out, the CO2 does not sound unless smoke is coming from the cooktop. When we get home and hook up to shore power, but leave the slides in, the sensor starts beeping. Why is that?

Michelle Rey
Riverside, California

Dear Michelle,
The 2011 Phaeton comes standard with a 2000-watt *modified* sine wave inverter. Some electronics will not run, at least not very long, on the modified inverter. If you were to install a pure sine wave inverter, then your problem would go away. But the practical solution is to run the generator when you want to use the coffeemaker.

Since the detector you speak of is a 12-volt DC appliance, being hooked up to 120-volt shore power will not affect the functionality of the detector unless the voltage has gotten low. The beeping might be caused by blocking the air flow around the detector by bringing in the slide. It could also be caused by the use of any cleaning or aerosol products in the area around the detector.

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

PRESIDENT'S CORNER *Continued from page 20*


1929 in Belmont and worked the next four years while he sorted out what he wanted to do with his life. In 1933 in the midst of the Depression, he moved to Jackson, Tennessee, to enroll in a six-month business course at Middle Tennessee Business College. He came home the following year full of new ideas to try. He went to work in the grocery business for his Uncle Johnnie.

Alex began dating Katie Sparks (1917–2006) in 1935. They were married in Russellville on April 28, 1936, by the probate judge. Alex continued to work for his uncle until 1941 when he went into business for himself, renting a 25-foot wide building to sell a full line of groceries along with seed, feed, and fertilizer. In 1947 he built a new store and expanded the business to include hardware and building supplies, acquired property along

the railroad tracks, and constructed warehouses to store carload lots. By this time a new generation was on its way:

Robert Alexander “Bob” Tiffin, Jr. (1942–), David (1945–), and Beulah (1952–). By 1955 the company changed its name to Tiffin Supply Company.

In 1960 I graduated from Red Bay High School and became a full-time employee of Tiffin Supply Company. I married Judy Nix in 1961. We have three sons: Tim (b.1962); Van (b.1965); and Lex (b.1975).

Tim and Lynne have two girls and two boys: Hannah, Laura, Trent, and Brock. Van and Michel have Leigh and Shelby. Lex and Denisha have Emmett. Leigh is married to Baylee and they have Ava and Van Leigh III. 

NEWS YOU CAN USE *Continued from page 13*

zines may not be current when the rally goes on sale. Our section under the OWNERS tab on the Tiffin website and our *Sideroads* blog found at tiffinsideroads.com will always have the most up-


to-date rally details.

As we enter 2021, continue to make safe decisions and stay healthy as you venture out. We are a blessed group and we cannot wait to see you again soon!

ON THE ROAD WITH JUNE AND JOE *Continued from page 57*


Bob and Candace Donnell (cont.)

time Bob will let her go anywhere without him.

“The most unexpected bonus of the RV lifestyle has been meeting so many wonderful people along the way. Not just the camping friends, but Bob and Judy Tiffin, Trent Tiffin, and many dedicated employees,” Candace said. 

Bob and Jen Randall (cont.)


‘spot’ was a glob of cockroaches, fleas, and black crawly creatures. Needless to say, I did not list the property.”

The Randalls like the quality of their Tiffin motorhome and the excellent service. Bob’s advice to new RVers, “Just tell them to pick a Tiffin.” 

OWNER PROFILE *Continued from page 63*

The second is a picture Nancy took in Gadsden, Alabama, while parked at the River Country Campground on the Coosa River. While the image features the river and the surrounding countryside, Nancy captured a small slice of her motorhome facing the river. She had the image transferred to canvas, almost creating a painting. She submitted the picture to the editor of Family Motor

Coach Association magazine, and it appeared on the November 2019 cover—a satisfying remembrance of their Allegro Bus.

Nancy’s stories are often a reminder that she has enjoyed the outdoors since she was a child. “When we were children, we enjoyed fishing at Lake Selma. My friends all had fancy poles. I only had a stick, line, and hook. Well, guess who was the only one to catch a fish?” 


TIFFIN MANAGEMENT TEAM *Continued from page 65*

Wesley earned a biology degree from Auburn University and raised cattle for 40 years. He now owns and operates The Q, a barbecue restaurant in Belmont, Mississippi.

In 2004, Tiffin Motorhomes ran an ad in the local newspapers for a company nurse. The position required an RN degree. “I applied and got the job. In 2004, my responsibilities covered approximately 800 employees at the main campus in Red Bay. Today, we have approximately 1700 employees and seven campuses. Our duties have grown, to say the least.”

The Occupational Health Office staff includes Leah Shewbart, RN, and Sasha Hamm, paramedic. Suzan and her staff have a wide range of responsibilities. “We supervise each individual situation involving worker’s comp and family medical leave. We

work closely with HR and our supervisors to assist and oversee an employee’s return to work,” Suzan noted. “Our office annually administers influenza vaccines to employees and their family members. We schedule physician-authorized lab draws for employees and assist in plans of care for health issues.” The health staff schedules and oversees an annual hearing test for each facility and offers daily first aid as well as progressive wound care.

“All locations are visited weekly to assess employee needs and concerns,” Suzan said. “With dedication to their health and safety, we focus daily on developing working relationships with our employees. The most gratifying part of my job is knowing that when I go home each day, I have helped the people at Tiffin Motorhomes.” 

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