

25 Years of Ramblin' & Still Pushin'

RAMBLIN' PUSHERS



Volume 25, Number 4

December 2015, January, February 2016



CORNER

PRESIDENT'S

John Jones #114886

I hope all had a great travel season this year. Paulette and I attended the Eastern International Rally (EIR) in July and then traveled from the Michigan Upper Peninsula to Niagara Falls, Vermont and, on to West Virginia for a Jones family reunion.

We arrived home a few days before Labor Day. We were expecting a visit with our son and his family over Labor Day weekend to celebrate our 50th anniversary which was the following weekend, September 12. Unbeknownst to us, however, a scheme was being hatched by our friends and family all summer while we were traveling.



We were treated to a surprise Golden Anniversary party on September 5. We were so grateful to our friends and family for working on such a wonderful surprise.

Our latest adventure was the Region III Rally in Myrtle Beach where I had the opportunity to ham it up a little in the skit presented by Florida State. With me as Prince Charming and **Matt Libby** as Snow White you can imagine it was a little on the hilarious side.

Registrations for the 2016 Maintenance Session (MS) are steadily rolling in with the count running slightly ahead of the same time last year. The one question I keep getting is about parking together. To park together you need to register and arrive together. Your Parking area is based on the order in which your registration is received. So, the best advice for getting the best parking is to register as soon as possible.

Jim Grossman and his coordination team are working to put together a great Program for this year's MS. The good news is for the first time in several years, we should have plenty of choices in new coaches available to buy. A full compliment of new Ambassadors, Endeavors, Scepters and Navigators will be available for those considering the purchase of a new coach. If you haven't had the opportunity to see the **new Endeavor** or the **revamped Scepter**, this will be your chance to see what had so many of us excited at the EIR in July. Happy Holidays to everyone and we'll see you in Goshen.



John Jones, Ramblin' Pushers President



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RAMBLIN' PUSHERS NEWSLETTER

4th Quarter – December 2015, & January, February 2016
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Purpose

The Ramblin' Pushers Newsletter is published quarterly, to help fulfill the:

Club Mission:

"To Provide Information To Our Members To Help Them Safely and Properly Operate and Maintain Their Respective Holiday Rambler Diesel Motor Homes and Enhance Their Ownership Experiences."

The purpose of this Ramblin' Pushers Newsletter is to inform members of methods other members have used to diagnose problems and maintain their Holiday Rambler motor homes, recalls, new products, information about the manufacturer of HR motor homes, and the next MS.

This Newsletter does not necessarily share the best way to repair items, but shares ways other members have found to work for them. Members are encouraged to use their owner's manuals, the Holiday Rambler Tech Line, Holiday Rambler Repair Centers, other supplier information and web / phone support to diagnose and fix problems with the best information for their particular motor home.



Have You Sent in Your 2016 MS Registration?

**To park together:
send in Registration Forms
together,
AND
arrive together**

Will You Volunteer to Be on the Ballot in the 2016 Ramblin' Pushers Elections?

Election - May 2016 at Ramblin' Pushers General Membership Meeting

See Nominations and Election information on pp 21 - 23.

OFFICERS - 2015 / 2016

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2016 MAINTENANCE SESSION (MS)

Message from 2016 MS Event Coordinator

For those of us in the Midwest, Fall is definitely here, and Winter is just around the corner. Jane and I missed our usual long Summer motorhome adventure due to commitments at home. We are definitely looking forward to leaving for our winter stay in Arizona. If any of you will be in Tucson or the Phoenix area, be sure to give us a shout.

Our MS Coordination Team leaders and their helpers are already hard at work planning the 2016 Event. **Jerry Gerner** is heading Educational Activities, **Ray Blush** leads Building and Grounds, while **Deb Isett** manages Administrative Activities. Each of those Coordinators has a staff of chairmen and helpers. There are also many more of our members who lead other MS functions that do not fall under those three areas. I would be remiss not to mention **Dempsey Brooks** (Dealers and Service Providers), **Bill Farmer** (Vendors), and **Lynn Yeargain** (Hospitality). There are still others who we should recognize, but we will save that for the MS.

We need everyone to pitch in and help with some aspect of the event. Please see Jane's article on Volunteers. Then, give us a call or drop us an email. If you are willing to take on a little more responsibility, we are trying to assure backups at every key position. Given the age of our members and nature of our travels, it is really important to have depth in the MS organization. You never know when someone will have medical or coach issues at the last minute.

And, of course, if you have not registered for the MS, it is definitely time to do so. We already have 138 coaches signed up. If you have registered, why not invite a friend? Anyone with an ARG family diesel motor home is welcome. This includes Holiday Rambler, Monaco, Beaver, Safari, American Coach, and Fleetwood.

Our MS team is working to present the best event ever. We look forward to seeing you in April.

Jim Grossman

Ramblin' Pushers

Vice-President &

2016 MS Event Coordinator

314-277-0537

jim.grossman@sbcglobal.net



Understanding How Dometic Roof AC/Heat Pump Wiring Works

The roof air conditioning is somewhat complex.

1. The front A/C is primary unit Zone 1;
2. The rear A/C is the secondary unit Zone 2 and
3. The furnace or furnaces are controlled from the A/C unit for that Zone.
4. The Penguin Heat Pumps / AC and the Furnace are both controlled by the Duo Therm wall unit controller / thermostat.

The DuoTherm comfort controller or thermostat mounted on the wall communicates with the system over communications cables. However, these are not standard telephone wires. They have the ends rotated from the standard. The roof mounted units are which daisy chained together with the communications cables to the controller.

You also need to have the dip switches (in each roof mounted unit) set properly for your arrangement.

The link below take you to Bryant RV service manuals. They are very helpful, you will need to find yours in the list. They can be long but will include a lot of good information.

<http://bryantrv.com/docs.html>

Larry, '05 Endeavor, Co-Moderator

The Duo-Therm Control unit should control both furnace, Heat Pumps and Air conditioning. It should show Zone 1 and Zone 2 (and Zone 3 if you have 3 roof units) when everything is wired and working. (Access each Zone by pressing the Zone button on the Duo-Therm Control unit). Press the MODE button to switch from HEAT to AC to OFF. Use the UP or DOWN buttons to change the temperature for each unit.

Other controls in the hallway area control the Fantastic Fan (ceiling fans) in the bath area or one in the kitchen area. Depending on the model/version, they have a slide lever on the side that you can set the temperature for the fan to open and turn on automatically. Sliding the lever to the top will operate the fan immediately.
Art, '05 Imperial



2016 MAINTENANCE SESSION (MS) PREVIEW

Musings of a First Year MS Attendee

Last winter, my husband and I joined the Ramblin' Pushers Chapter 419. The Chapter's focus is learning about your coach with an annual five day **Maintenance Session (MS)** held in Goshen, Indiana. April 28 – May 4, 2016, next year and open to all ARG diesel pusher owners.

At our first MS last year, we were very impressed with the seminar offerings. If you are new to RVing, as we were, the Sessions were educational on maintaining your coach, interior and exterior; round table discussions of issues concerning your specific model and year; and even a **Mentorship Program** for owners with questions about their coaches. Experienced owners provide hands-on guidance and training to those requesting a mentor. With over 100 sessions to choose from on various topics with numerous vendors and motorhome displays there is something for everyone. Several RV surplus stores and companies that cater to RV owners have locations near Goshen.

Some of the sessions were very technical, i.e., I learned how to adjust or replace window awnings or could use the industry expert who performs the work at the MS. The **Round Table Discussions** for my 2013 Ambassador were invaluable for networking and learning about issues other owners had experienced along with their solutions. I also enjoyed Sessions with a lighter theme, **Decorating Cents**, how to make your coach look like a home on a budget, and **Mastering the Convection/microwave Oven**. Great nearby shopping opportunities as well!

Coach weighing and **propane checks** improved the safe operation of my motorhome. A seminar on safe driving techniques and a hands-on motorhome driving course was available at a reasonable cost.

I've stayed in touch with the new friends I made at the MS and even volunteered to assist our Newsletter Editor. Volunteering is key—the MS is an incredible event and comprised of an all volunteer force! The focus of the event is on maintenance of your coach, but there are great food, and social opportunities. To register, go to the Chapter 419 website at www.ramblinpushers.org. In 2016, the MS is open to ARG diesel pusher owners from April 28 to May 4.

Susan Sembenotti, Assistant Newsletter Editor



Early Parking?

What is Early Parking? Early Parking is the arrival day - one day prior to the beginning of the MS sessions.

No sessions are scheduled on this day. However, this time allows you to arrive, get parked and settled in, explore the area to get the "lay of the land" and get your bearings of where restaurants, stores, gas stations, etc are located without missing any sessions.

You will want to arrive prior to the first day so you will not miss any sessions.

Do You Have a

"New to You" Coach?

Owners of new to you ARG coaches, no age limit, welcomed at the 2016 MS.

Come learn about how your coach systems work.

Meet others with similar coaches.

Sign up for a mentor to help you.



2016 MAINTENANCE SESSION (MS) PREVIEW

2016 MS Dates

Early Parking	April 27
MS Session Dates	April 28 to May 4
Departure Day	May 5

2016 MS Registration Form (p. 19)

Send in your Registration Form NOW.

Non-members with an ARG diesel coach
may also register .

Form also on www.ramblinpushers.org.

2016 Maintenance Session To Do List

Registration Begins

- Send in Registration

Parking

- To be with friends,
Register together,
Arrive together,
To park together

Volunteering

- Mark the bottom of your
Registration Form with "His or Her"

*Have YOU Registered?
Did you invite friends with
ARG diesel coaches?*

Let the Countdown Begin

Just after leaving The NASCAR World 500 Race a few weeks ago, I felt like the drivers who started their Countdown to the Chase. We all are starting our Countdown to the May 2016 MS. I am looking forward to seeing all our members and Sister Ships in attendance.

Summer is over, fall is upon us, with all the holidays and memories that the season bestows. It seems like last week that we were all at Goshen at the Chapter 419 2015 MS, with all the interesting programs and enjoying the company of our #419 Family.

Now, it is time to look forward to the 2016 MS, and the news is so exciting. We have overcome many set-backs regarding manufacturing concerns over the last several years, and we now have our "Home" with **ARG**. If you were one of the many who attended in 2015, you saw the introduction of the Ambassador Scepter, and Navigator. Appearing for your review in 2016 will be the "New" Endeavor.

Many of you utilized the Service Sponsors to have needed repairs and up-dates on your units while at the Fairgrounds. We are expecting a great response in the number of these Sponsors attending the 2016 MS along with many other vendors

Please take a minute and review all the new and continued Sponsor Dealers Members that are listed in our Newsletter, along with the continued increase in Sponsor Service Members, which are growing in numbers every month.

We are proud to announce a new dealer in Florida, General RV, located at 13396-E US Hwy 92, Dover, FL (this is near the Tampa area) Phone # 831-305-2500. Those of you who are attending the January Tampa Super Show can make sure to visit the HR Dealers who will be in the Holiday Rambler Area. Stop by and say hello and give a welcome to Victor Davis (GM) and his staff.

Dempsey Brooks - Dealer/Service Coordinator



2016 MAINTENANCE SESSION (MS) PREVIEW

Happy winter, fellow diesel pushers! We are well into the planning specifics for our 2016 MS in Goshen, Indiana, and want to share a few thoughts with you to make our event the best it can be for you!

Aside from over **one hundred seminars** to help all of us become more knowledgeable about our homes on wheels, we're doing things to make life easier for all of us while we have fun.

As you may already know, EVERYONE who works to make our MS succeed is a volunteer. We get into Goshen a few days early to set things up and make sure your arrival and experience exceed your expectations. As an example, **Matt Libby and Tom Knight** are coordinating the dozens of greeters and parking volunteers who will be waiting to meet you upon arrival and escort you to your site. It's very important to be aware of the days and time to arrive, so you can be parked without delay. If you arrive past the daily times posted, it may be a lonely dry camping night in the parking lot and none of us wants that. The **days to arrive and the times during those days** will be sent to you far in advance of our MS.

And upon your arrival, we will be prepared to weigh all four corners of your coach if you desire. Knowing your weights will help you improve the safe operation of your motor home. Our Coach Weighing Chairman **Jerry Davis** has more details on the process in this newsletter. Ed Francis and the other **coach weighing** volunteers will be at the entrance to weigh your coach, if you'd like.

A Peek Into the 2016 MS



Another critical safety element in our offerings is a **propane detection** visit to your coach by our experts **Jim Pease and Larry Bendel**. With the latest propane leak detection equipment available, they will check all propane devices and connections for you if you request it upon your arrival.

Of course, your health and welfare are a major factor in our planning as well. That's why our **First Aid Chairman Mitch Butler, Linda Blush** and the rest of the First Aid volunteers are there for us every hour of every day. And don't forget the morning **blood pressure screening** option. It's available at each morning Hospitality!

Your site hook-ups, seminar seating arrangements, building layouts and a host of other responsibilities fall on the shoulders of **Engineering Chairman Paul Miller, Frank Cornwell** and their volunteer associates. This crew is busy during all of the MS to keep us going in style.

And then, you will be provided transportation throughout the fairgrounds by **Dennis Hill, Ray Couples Jr., Max Hoyt** and the more than two dozen other volunteers on the **Information and Transportation crew**. Just look for them wearing their bright green caps driving their golf carts!

While you are enjoying all the learning and fun, don't forget to thank those volunteers who work with **Lynn Yeargin** every day to provide us lots of food and drink!

We all are truly looking forward to the upcoming MS, and hope you are too. Drive Safely, and we'll see you in Goshen in late April 2016!

Ray Blush, Building and Grounds Coordinator

Schedule Changes for the Week

For 2016 we're looking to implement a few scheduling changes. The biggest change is the inclusion of what has traditionally been the first day of early parking – "arrival day," Thursday April 28th, into the formal MS schedule, with that day's parking included in your registration.

We've also listened to your comments in last year's MS Evaluations and will be providing a real, **uninterrupted, mid-day "lunch break"** throughout the MS. This will provide a break in the seminar schedule, allow folks to have a bit of rest and/or time to visit our great vendors and do a little shopping!

Change in Tours Schedule

The schedule of "tours" will be altered from past years. Several off-site tours of component system manufacturers and suppliers will again be scheduled for the first day of the MS, Thursday April 28.

Longer tours of the ARG manufacturing and service facilities in Decatur, IN, will be moved to Thursday May 5.th These tours will be held on departure day with the final coach weighing session scheduled for that Thursday morning.

Extra night parking arrangements will be available to any attendees wishing to partake of these Thursday activities. Please make your own extra day parking arrangements with the Fairgrounds Office as early as you can.

2016 MAINTENANCE SESSION (MS) PREVIEW

We Need YOU – Seminar Host

Is it that time again??? Doesn't seem possible possible the 2016 MS is "only" 6 months away!

So, fellow 419 RVers, it's not too soon to think about the role Seminar Hosts play in making sure the technical and RV related seminar presentations go smoothly each day. Each of us, volunteer or attendee, has a direct responsibility to contribute to a successful MS.

Seminar Host Tasks

- Assist presenter
- Fill out form: comments, # of attendees, etc.
- Let presenter know 5 minutes prior to end of seminar
- Pass out & collect evaluations*

Now some would say that this Seminar Host task is difficult, labor intensive and detracts from individual desires to attend other briefings, etc. This is

a WRONG assessment, and we can say that without any hesitation.

A willingness to give an hour or two out of your day, assist the presenter if required, fill out a form as to comments, number of attendees, etc., is all that's required. Also note, if the seminar is one you would like to attend, we will do everything possible to schedule it so "you can kill two birds with one stone!"

Bob and I, as Host Coordinators, are asking each of you to consider helping us with this important task. If you have already assisted in this program, we sincerely thank you and ask you to do it again. If you have questions, please contact either Bob or me and we will do our best to resolve your concerns.

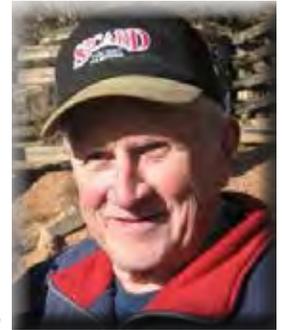
Bob Tucker Bobtucker41@hotmail.com

Larry Hawkins, Hawkemarg1@aol.com



Mentoring Program – 2016 MS

Chapter 419 offers a **Mentoring Program** at the 2016 MS to help first timers, and any other attendee who may have questions regarding the operation and use of their diesel motorhome.



We are not experts, technicians etc. but we are a group of volunteers that have offered to assist other owners with questions they may have. If you have a new or new-to-you diesel motorhome, and have questions, this program is for you! While the Roundtables held each year at the MS are a great way of learning more about your motorhome, a mentor's visit will provide a more of a one-on-one experience. There will be a request form included in your 2016 MS Program.

Mentoring Volunteers Needed

Please consider volunteering for this worthwhile Mentoring Program. With the addition of all of the ARG coaches at our next MS, it would be great to have volunteers from a variety of brands, and it would be easier to help each other. You do not have to be an expert, just willing to share some of the knowledge you've gained in your travels.

Please send the following information to the e-mail address below: Pilot's first and last name, co-pilot's name, make, model and year of your present coach, previous coach (if applicable), *e-mail address*.

I will be in contact with each of the volunteers with information regarding a meeting that will be held early in the 2016 MS to outline the program and deal with any questions.

Thank you for helping us with this important part of our MS.

Dave Mallory, [ARRVC# 113537](mailto:ARRVC#113537)

Mentoring Program Coordinator

dgpm40@gmail.com



2016 MAINTENANCE SESSION (MS) PREVIEW

Volunteers Needed

We Need Your Help!

The 2016 MS is closer than you think! The MS is totally planned, staffed, and carried out 100% by volunteers. No one gets discounts, comps, or any special benefits.

If you have sent your Registration Form in with areas you would be willing to work, we thank you in advance. If you have not sent your Registration Form in yet, now would be a good time—and please indicate the areas you would like to work. **Info/Trans, Mentors, Ladies Activities, and Tours** are just a few of the areas listed on your Registration Form. There is something for everyone, both pilot and co-pilot.



Jane Grossman
Volunteer Chair
Jane.grossman@sbcglobal.net

At this time, we are specifically looking for two or three volunteer “go-fers”. You know, go for this and go for that. Maybe two or three friends would like to do it together or individual volunteers who would like to make new friends while helping. We need at least one person with a pick-up or SUV. You will be carting food from the kitchen to Building A when necessary and running miscellaneous hospitality errands both on the Fairgrounds and into town. It should not be too time consuming, and with a few volunteers, the job will be shared.

If you would be willing to be one of our “go-fers”, or if you have sent your registration in and forgot to indicate your volunteer preferences, please email Jane Grossman at

jane.grossman@sbcglobal.net and let her know.

Attention Crafters, Quilters, Artists!!!

If you, or someone you might know, is interested in conducting one or more classes on a subject of your choice – sewing, card-making, knitting, stained glass, wood carving, quilting, cooking/baking, pottery-making, or another topic of interest to Co-pilots, please get in touch with Jerry Gerner, Education Program Coordinator:

108853@hrrvc.net



How To Volunteer

To volunteer for any position, contact the Volunteer Chairman, Jane Grossman, as soon as possible.

jane.grossman@sbcglobal.net

Help Wanted

Ladies Activities Coordinator

Are you good at organizing? Do you like to plan activities? If so, we need you to work with the Ladies Activities. Some activities are already planned. The presenters just need contacting. Please contact Jerry Gerner, Education Program Coordinator.

108853@hrrvc.net

Help Wanted!

Hospitality Volunteers

Lynn Yeargain is looking for Hospitality Volunteers. Lynn's volunteers help with all aspects of the MS. You can volunteer to work early, middle of the day or late in the day, whatever fits your schedule. Please email the Volunteer Chairman to sign up ahead of the MS.

Hospitality will have individual sign-up sheets in the Registration area for all the days and times Lynn will need support. If you've marked Hospitality on your registration, make sure you look for those sign-up sheets when you pick up your registration packet.



I have several objectives in writing to you – and I'm speaking *especially* to those of you who might *not yet* have attended a MS. While "Parking" and "New Models" are, perhaps, the most-often heard topics of conversation at any MS,

I hope the Education Program ranks at least #3 along with "morning hospitality" and "ice cream". Seminars include Technical Seminars, Round Tables (groups talking about specific coach models), mentoring, and activities tailored specifically for "co-pilots" will provide each of you, in some varied way, with more and new information about your coaches.

We believe that MS experience has a variety of facets, such as general coach operation and maintenance issues, upgrading of your coach's interior, mastering the use of convection microwave and/or induction cooktop systems.

Technical Presenters - At past MS, attendees have benefitted from presentations and Q & A sessions from top technical experts from:

- Cummins,
- Allison,
- MaxxForte,
- Roadmaster,
- Freightliner and
- ARG;

Also from top component system manufacturers and suppliers such as:

- Dometic,
- Intellitec,
- Aqua-Hot,
- Norcold/Thetford,
- Magnum,

- Atwood,
- Norco,
- Onan,
- Interstate Batteries,
- Power Gear/Kwikkee/Lippert, etc.;
-

And from aftermarket suppliers such as Blue Ox. Many of the vendors who attend the MS also provide useful presentations on the general issues surrounding topics such as entertainment electronics, gray/black water systems, interior/exterior cleaning and renovation projects, in addition to updating you on specific products and/or services.

In addition to commercial technical presenters, fellow Ramblin' Pushers members are equally skilled in many areas and volunteer their time to share their knowledge with all of us in more seminars.

What Will Be Happening at the MS?

Round Tables and the Mentoring program both offer special opportunities in bringing together folks with questions with folks with good advice. Mentoring activities in particular offer owners who may be "less than totally familiar" with their coach the opportunity to get some individual, one-on-one, attention from another owner who is more familiar and experienced in the ownership, operation and maintenance issues of a similar model coach. Just sign up during Registration.

If you've been trying to find that "hidden GFCI outlet", or trying to understand how your leveling system works, or just need some help trying to master "best practices", be sure to make a point of attending your model-specific Round Table,

Co-Pilot Activities

Co-pilots are encouraged to attend the technical seminars to gain a working knowledge of their coaches to be the "ears" to listen for odd sounds and be able to help with figuring out what just happened. However, we also offer "Co-Pilot Activities such as Convection Microwave cooking seminars, "Decorating Cents" seminar conducted by Sarah Brooks, not to be missed, various seminars in sewing, quilting, crafting, jewelry making, etc. Of interest to all those who feel uncomfortable driving the coaches, is the two day seminar in learning to drive the coach. While the first day seminar is free, there is a fee for the extensive driving portion.

We plan on making the 2016 MS even better than previous sessions by:

- Bringing back some presentation topics missing from our program the past year or two.
- Adding some new topics, and sessions to our program!
- Improving our program to satisfy your preferences.
-

Vendors

We're planning to have several new vendors and product lines available to our attendees.

Volunteer

Finally, PLEASE consider volunteering at the upcoming MS! We are all volunteers, from the Officers and members of the Board of Directors to the person who helps to fold "goodie bag" inserts. No pay, no perks, no preferential treatment of any sort. Just meeting new friends, getting questions answered about your coach, and the feeling of being a part of the largest all volunteer gathering of RVers around. We need your help, whether it's scooping ice cream, helping to park rigs, introducing a seminar speaker or even taking on a larger responsibility among the leadership team.

Thanks. Stay healthy, be careful and drive safely. We're looking forward to seeing you in Goshen, IN, the last week of April, 2016!



Jerry Gerner
Program Chairman

In my continuing quest to try and do as much of the routine maintenance as I can on my 2008 HR 37' Neptune, I set out to change the fuel filters. I have two filters, a primary and secondary. I replaced the primary a couple of times but not the secondary. My first question is how often should the secondary filter be replaced? In my manual, it simply says refer to the OEM manual. The primary is very easy to replace but the secondary looks very difficult to reach. It is on the engine, curbside. As I lay on my back underneath the rig and look up, it looks like I would need 8 ft arms to reach that filter. Also, it looks like I would have to take off the metal grate that protects the bottom of the engine to reach it. If anyone has a secondary filter setup similar to mine, any advice on the best way to reach that filter would really be appreciated. Is there a tool you can use to reach a filter that high up and do I have to remove that metal grate? Also, how often should it be replaced?
Rob, '08 Neptune

I am getting too old or lazy to replace my secondary fuel filter myself so I take it to a local mechanic who does it for me. Sometimes he uses a traditional circular band oil filter wrench fitted with a two foot long extension handle, other times he uses a circular band oil filter wrench fitted with a female 1/2 inch socket. In this case, he uses a 2 ft long socket drive extension with a socket wrench. He does not remove the wire cage when changing the fuel filters. I change my own oil and oil filter and do have to drop the road side of the cage to get to the oil filter.

Art, '06 Neptune

After watching a service "tech" bend the stone guard to get to the filter, I thought there has to be a better way. I dropped the complete stone guard years ago and put a hinge on the part that was under the filter. Now they just unbolt one hanger and the stone guard drops and there is easy access to the filter. I don't change my oil but the service "techs" love the set up.

Gary, '05 Ambassador

Art may be referring to a KD2321 wrench. I bought a set of 3 of the KDxxxW to fit every filter.

Bob S., '09 Scepter

I have a similar set up on my '06 Vacationer with an ISB. I used to remove the steel grate and practically have to stand up to reach the filter. I now lay down across the open engine hatch in the bedroom and access the filter from on top. You kind of work by braille but it is

Changing Fuel Filters

easier than removing all the stuff under the rig to access the filter. Just be careful not to drop the filter as it is unscrewed. Then you would have a big mess to deal with.

Bruce, '06 HR Vacationer

On my rig, I reach the filter from above in the bedroom using the standard metal band filter wrench, once it was loose, I was able to remove it by hand, I didn't have to remove any other parts to get at the filter, hope this helps.

John P., '06 Neptune

Using a hinge on the engine cover is a good idea. On my '04 Endeavor, I cut out a section of the cover under the filter, added a frame and a few new bolts. Just another method.

Bob S, '09 Scepter

Art, I like your comment on "getting too old." I turn 69 next month and I have just about decided I may be getting too old myself. I spent the day yesterday on my back under the rig greasing the 22 zerk fittings -- some of which they placed in positions that are very difficult to reach, especially the ones on the steering shaft. I can barely walk today.

Rob, '08 HR Neptune

I do the secondary filter on the block at my annual LOF. The primary usually gets one mid-year as it is the first line of defense and had the water separator serviced. It might be able to go a year, but at some point it's been on too long and you don't want to be there. Don't even try for two years. Bad idea.

Bill G

My manual has a "Note: Replace both primary and secondary filters every six months or 15,000 miles."

Bill B, '04 Endeavor, 189,769 miles

I have read somewhere a recommendation to replace the secondary filter every other time you replace the primary filter. However, as an added measure of protection I replace both together.

Art, '06 Neptune

Good job in greasing. I put a piece of cardboard over the plus lug on the starter and use a long extension to get the secondary filter from below. It's a real reach up there to finish unscrewing it and lowering it without getting fuel down the arm. Ditto going up with new. Remote mount back by the primary filter would be great but I'm too lazy to do that. Don't fill it all the way up so you can put it up without dumping it on yourself.

Bill G

**Replace
both primary
and secondary
fuel filters every
six months or
15,000 miles**

Rear Furnace

We are in the throws of an early cold snap of 27 degrees here in New England, and I can't get rear furnace going. It was working, but since stopping and setting up new camp. zone 2 light just blinks like it's locked out. Has anyone encountered this.

Joe, '07 Ambassador

Try resetting the Dometic controller.

- 1) Turn the slide switch to OFF position
- 2) Press and hold MODE(top) and ZONE(bottom) buttons at the same time.
- 3) Turn slide switch to ON position
- 4) Release the MODE and ZONE buttons
- 5) FF appears indication reset is complete.

Then, you should be able to work Zone 2

Larry L, '05 Endeavor, Co-Moderator

Fresh Water in Mexico?

Planning a trip to Mexico. I am wondering if anyone has experience with ceramic point of entry water filters for preventing bacterial contamination of fresh water tank.

Tim G., '07 Navigator

We simply use bottle water for all drinking purposes when in Mexico. I took a full tank of fresh water and didn't hook up till we ran out of water.

Then, I was careful after that to not drink it or to boil first. Sanitized the tank on our return. They say it should be done a few times a year any way. Even though we ate out and crawled the bars most evenings. Didn't have any issues. Better safe than sorry.

Ray, '06 Scepter

We used bottled water also. Bought a 5 gallon bottle at Wal-Mart with a pump you insert in the top. Refilled it at Wal-Mart and/or grocery stores while in country. It was 10+ years ago but as I recall there were water filling stations in front of many different kinds of stores. Used the on board tank for showers and toilet. Even after using a point of entry filter, I put a charge of clorox in the tank with each refill just to keep the little critters under control. Sanitized tank when we got back. See link below.

http://www.cdc.gov/healthywater/emergency/safe_water/personal

Tom

'02 Navigator Air Leak

I have developed what I consider a significant air leak--from 120 psi lost half just overnight. Both needles on air gauge go down together. I was told once this could be a tip as to where to look first. Leak has gotten worse over last year.

Mjaynes, '02 Navigator

How far down does the air pressure go? If it stops at about 50-60 psi the leak is in the auxiliary systems. That is; the suspension, air horn, or air leveling. Some potential devices that leak is the air ride height control valves. Does it only happen when you are stationary on air leveling? If so, it can be in your air leveling system, which includes the controller and auxiliary compressor. If the pressure goes all the way down then it is in the main air system, brakes or dryer. Does it recover the next day when you start driving?

Larry, '05 Endeavor, Co-Moderator

The air pressure stops at 30 psi. If I have the air leveling engaged, I never lose actual level but gauge still goes down to 60 psi overnight and then down to 30 over several weeks when engine is not started. Pressure always recovers within 5 minutes when engine starts and never below 120 when driving. The leak has progressed over several years.

Mjaynes, '02 Navigator

I have same issue on my '05 Navigator. Found 5 leaking valves on ride height manifold and am in process of "O" ring replacement. I checked all lines in rear and did not check valves at first and found nothing but spraying the soap solution on the valves on the manifold that is located in front of the drive axle gave me instant bubbles. When I get this portion complete, I will check further, but it is the start. I was able to get a rebuild kit for a manifold from the Newell group. They have the same system. Kit was put together by their web moderator, it included "O" rings, piston, spring and wrench for valve disassembly for 6 solenoids. Unfortunately I got the last kit.

Paul, '05 Navigator

I have a question on air bag suspension. When dumping air using the button on the control side panel both needles on the gauges stop at 35 PSI. No matter how long I depress the dump air button the needles stay at 35. I have to manually dump air using the valve in the gen. compartment. Should I be concerned about this or is this just a common nuisance?

Hank, '07 Ambassador

Why would you want to dump air below about 50 psi?

Jerry, '04 Scepter



I have a major water problem under the driver's side console. From the center of console all the way to the firewall, the floor and carpet has been wet for some time. Now the wood floor is rotted. It appears only the far left corner, an area approximately 1 ft X 2-3 ft long, is affected and has probably been going on for some time. I recently replaced the side window and assumed this would correct the problem.

The wet area continued after the window replacement and could be related to the caulking. Or, it could be the windshield gasket, the front cap seam, the roof/wall seam, or any mounted roof items close to this area. I'm not sure where to start looking but I am in the process of removing the carpet and rotted floor. Has anyone else had a water problem in that far corner under the console and dash where the drivers left foot would rest? Any help would be appreciated.
Bill, '05 Ambassador

You need to check the caulking along the roof wall interconnection outside the coach. Clean out all the old caulking above the rail and replace it along the entire length of the coach. You also need to check the seal at the front cap side wall joint. The water can come in along the wall rail and run the length of the coach and come out. There are screws under the rubber molding that may not be sealed.

Larry L, '05 Endeavor, Co-Moderator

Yes, I've had the same problem and applied caulking tape on the front cap seam, caulking seams on the upper side just below the roof, and recoated the roof with a roof sealer/paint. We haven't had much rain since. However, I believe it's fixed. We took up the carpet and painted the floor with a mold resistant paint, thankfully the problem was found before the floor had rotted--Had mushrooms growing on the carpet! Good luck

Preston, '05 Endeavor

My similar water leak was caused by "bad caulking" around one top front marker light.

Mel, '96 Safari

Most likely a windshield gasket leak. I had a similar problem on the passenger side. Close examination of the gasket revealed some gaps. Had the windshield reinstalled with a new gasket and no more leaks.

Glen, '08 Neptune

This has been an ongoing problem with '05 coaches, especially Ambassadors and Endeavors. I finally had to remove the entire driver's side window and clean off the old gasket and install a new one. Caulking above the window will not fix the problem. You do need to get this taken care of as it will cause delamination of the side wall under the window. I am recommending to anyone with an '05 Ambassador or Endeavor to keep a close eye on the floor for dampness under the driver's window.

Bad Driver's Side Water Leak

I should mention that the area you want to look for dampness is under the driver's window and on the floor is right behind the side control console and not in front. If the dampness is near the front, then it is probably what the others mentioned, a windshield gasket or from the coach rail right behind where it makes the bend. Be sure and check this rail often as this is a common problem area for '05 and '06 coaches. The rivet holding the coach rail will pop and the rail comes loose exposing that wall to water infiltration.

Coach owners should do a walk around of their coach every 3 months looking at this coach rail. They can pop at any place. The coach rail (*also called the belt line*) is the trim piece between the side wall and roof crown. This is an ongoing problem and I always find at least one and sometimes two rails popped at every MS I attend when I do inspections.

If the leak is behind the console or near the back of the console and the rail is still attached then, it is more then likely the driver's window gasket.

Chris T, '05 Ambassador

One more question. For the coach rail would you caulk the top and bottom surface or only the top surface?
Stuart, '08 Navigator

I think I found my problem: On the top of the windshield gasket there is like a "V" part of the gasket. Since that V part looks like gutter and collects the water coming off the roof before it gets to the windshield and carries it over to the side where it dumps out just forward of the drivers window. On the drivers side, just as it makes the bend downward at the edge of the windshield, it appears that this gasket has come away from the front cap. It also looks like someone used a sealant on it at some point in time. Since there is a lot of water running in this "V," it makes sense that any tear or detachment from the coach would allow a great amount of water to enter the coach.

Bill, '05 Ambassador

The windows are sealed at the factory against the coach wall with a butyl putty tape. You can run a bead of **Geocell / Pro Flex RV** across the top and about 3 inches down the side. Always remove all old caulking and never use silicone caulking. **Proflex/Geocell 2300** is specially formulated to bond to painted surfaces which is why the manufacturers use it in the coach build process. It will also release easy with a caulking removal tool.

Use the special plastic pointed caulk removal tool found at all the big box stores. Never use a metal tool to remove the caulking. Once the old caulk is removed then clean the surface with alcohol (do not use Jim Beam or Jack Daniels).

Then using painters tape apply this to the top and bottom of the area your going to caulk. Tip – Remove the tape as soon as your done with the caulking. Do not allow the tape to sit.

Chris T



Looking for guidance/knowledge from someone with experience with this \$#!&\$% system. The initial delivery of our '05 Scepter we purchased in 2014 was delayed due to the problems in getting the Firestone Intelliride Air Leveling system to work properly before delivery. Allegedly, the valve block or components thereof were replaced, and it worked for a few months while we were staying in a local park. It started deteriorating after that with the following symptoms.

1. Loss of level after a few days always on the left front corner dropping an inch or two; also the bus system air pressure would drop from 125+/- psi to below 100 psi.
2. When you restart the bus after parking, the system is supposed to restore the bus to drive height. It doesn't and the left front is about an inch or two low.

We had a repair facility recalibrate the system and it seemed to work for a few days, but its back to the left front issue again.

During this time, we contacted the new vendor for the system, Drive Rite, and they emailed us a lot of information, manuals, etc and the program to do the recalculation. We attempted to do the recalculation the other day.

1. Could not reset the drive height on the left front and could not get the system to go higher than low height position.
2. I went under the coach and did a cursory air leak check on the left front air tubing and air bags, but found nothing. A leak rate of 10 psi per day is going to be VERY difficult to locate in the conditions under there. I unplugged all the connectors and worked them to remove any potential connection issues and found no evidence of water leakage. Everything looked to be intact and solid.

The diagnosis run on the system indicated that possibly the valve block is leaking. I would tend to agree with this. The system manual, logic diagrams, installation and start up procedures, etc indicate that there should be a dedicated system compressor and air reservoir. I could not find them? Given the direct proportion of my bus system air leak rate and the corresponding drop in my left front height, I'm thinking that the levelling system is utilizing the bus compressor and the front air tank as the air source? I only ask this as if I attempt to do the repair, ie, replace the valve block, then I need to know what I'm up against.

Do they provide check valves in the system so that I don't drain the air reservoir or the air bags? I would really like to just fill the air bags to achieve an optimum drive height, disconnect the system and use levelling planks and jacks when we park.

Beth & Dave, '05 Scepter

Firestone Intelliride Air Leveling System '05 Scepter

Most of the issues that you describe are related to improper grounding of the system. During extensive testing of my coach with both Holiday Rambler and Firestone engineers, it was found that the wiring harness that Monaco built for this system was insufficient to pass the ground through the four level controllers (one at each axle) and back to the control unit (mounted in the fuel tank compartment). Firestone engineers cut the ground wire at the terminal (above the fuel tank) and grounded the lead directly to the chassis. This fixed 95% of the problems with the coach maintaining its leveling while parked.

Monaco also began to install an auxiliary air pump to maintain the air pressure. If you do not have one of these, it would be advisable to get one installed.

I am not at my coach at the moment, but when I do go out to it, I will retrieve the updated wiring diagram for this 'fix' and give you the specific wire(s) to cut and ground.

My coach was changed to HWH leveling because of additional issues that I had with the system.

Art, '05 Imperial

I had never considered grounding or any other simple fixes. I tend to other think and overlogic. As I posted to this forum, I had a phone call into the USA rep for the system. His phone call reply slapped me back into reality. Instead of the expensive \$1100+ valve block replacement I feared, he suggested that its possibly the height sensor at that location (maybe just a ground issue for that one????). Beth/Dave, '05 HR Scepter

We have an '05 Imperial which also has the Firestone air leveling system. (only used on '05 coaches). We purchased the coach in 2012 and had trouble with the system. At that time Jeff Marner at All 4 One Service (no longer in business) fixed our system. He replaced leaking valves, reset the coach ride height, replaced the system board (after the coach went up and down at will) and recalibrated the system.

Those fixes gave us a working air leveling system. No real problems since. The air leveling holds the air well while driving and parked. However, we do not check the voltages or level unless we notice the leveling has changed. Since we are parked in one place, now we only start the coach to relevel about once every six weeks. It is normal to lose some air over a period of time. While we have a supplemental air compressor for leveling, it is quite noisy and takes a very long time to bring the air back up. Better for us to start the coach. Hope you like your coach as much as we do. Good luck with your coach.

Ben, '05 Imperial



Broken Windshield Shade

Like so many of us, I had the mounting bracket of a windshield shade break. Since Carefree of Colorado, the shade manufacturer, doesn't make this design any more they choose to not produce replacement parts. This leaves us with being creative and making something like a strap to attach the shade to the ceiling. Not ideal.

So I got to thinking. What could be a more appropriate use for the new 3D printers. I don't know much about them but believe if I had an intact part a new one could be produced in short order and it might not matter if I produced one or one hundred. I assume also, since the mounts for left and right shades are mirror opposites, I could have the printer make a reverse of the copied part. Is anyone on the forum familiar with 3D printers? Am I right in how they work. I wonder about the materials used in the product. Actually better materials might be used than the original. A tougher, less brittle plastic for the mount would be welcome.

Does anyone have access to or know someone involved with this technology who would be willing to make these parts. This issue has been very frustrating to a lot of us. The number of parts that 3D printing would be useful for is virtually unlimited.

Ed, '05 Ambassador

I am just starting to do some research into 3D printing and will have more information in a few months.

This is what I know so far. 3D printers come in different ranges. Some have the ability to scan the part and then create the print. Others have to be fed a CAD drawing. Likewise, some print fast and some print extremely slow. Obviously, all of these options come at a price from \$ 800 on up for 3-d printers. Like our coaches, the more options and the fancier they are the more they cost.

The strength is dictated by the media used as is other characteristics such as UV ray inhibitors. etc. I have no doubts that the part you mentioned could be made to fit exactly and also contain a higher grade plastic, preventing future breakage.

The big question is cost. I am just starting the research on price, availability, lead time, etc. in regards to plastic parts that we would like to have manufactured. I have several friends who either own manufacturing companies or are lead engineers at manufacturing companies and will be enlisting them to assist me. I will have more information in a few weeks.

Chris T

Someone like Chris T. would be the logical party to produce 3D printed parts on demand. A lot depends on the print media or material and the DPI resolution used to make the reproduction. A scan of an original is used for the program to print the reproduction. My son-in-law is a field engineer for one of the major printer companies. They provide machines for everything from aerospace to medical and in between. The real delimitation is the return on investment. It can be done but can you afford it!
WayneD, '05 Neptune

Would 3D do all the Manufactured Discontinued parts such as the Omega I & II Locks on the arms that Carefree of Colorado refuses to support?

Doug

We have a broken lock lever on the black retractable shades on the side windows in the driver cockpit area. Are these some of the parts that may be available Chris? These are black roller type shades with a wide V-shaped black plastic lock held by a spring. There is a string on the lock. They should hold when being pulled down and then pull on the string and the lock releases the shade for retraction.

Dexter and Penny, '03 Imperial

I do not have any interior parts. All the parts I have are for slide toppers and awnings.

Chris T



Clean Water

Ozone injection is a technology NASA uses to reprocess all fluids on the space station. Ozone technology is what is used when you buy water through a vending source. It will eliminate bacteria more efficiently than bleach. This is an example of a system that may be installed in your motorhome. The '05 executive has a system that was an option for \$2500, options today go as low as \$89.

Check out the link below as well as the science behind it, you may literally clean up river and Creekwater except it will not remove heavy metals. See below link.
LD, '01 Endeavor ;05 Executive

<http://www.cwtozone.com/uploads/SalesDocs/Product%20Sales%20Sheets/Micro-Series/Microzone%20SS.pdf>

To whom it may concern: This sounds like a great system to have a seminar on at the MS this May.

Larry B., '08 Endeavor

We've had "quality water" seminars at past MS, but, admittedly, the focus has been on more traditional technologies for use and care of your drinking, gray and black water systems. If we can find a vendor/supplier/manufacturer who's knowledgeable on the "ozone injection" technology and is willing to be in Goshen and talk to us in the spring we'll try to add a seminar on this topic. Thanks for the suggestion!

Jerry G., '06 Ambassador 40
2016 MS Education Program Coordinator

I have been using "ozone" for my hottubs for years. Along with the "salt" chlorination system, it keeps the water clean and odorless. So, it makes sense that it would be good on the RV.

Phil, '03 Neptune

Jerry, you can call the folks at Clearwater. They are the national leader of both industrial and Micro portable ozone injection systems. Sadly the company that made my system out of Green Bay, Wisconsin, 'went down' with the old Monaco! Way back in 2004 these options were as high as \$2500, now I believe a solid Single bar tap Faucet system would be between \$300 and \$400. The one they sell to tent campers (are to do 1 gallon at a time on the counter) is around \$89.

I know at one time they attempted to market to the RV and marine industry on how to use ozone injection to protect and clean up water. However, I believe their efforts may have been driven more towards 'holding tank water' as opposed to an in-line system for either Single tap or the entire motorhome.

If you call them do not let them become confused as to "campers" as they do make a small 12 V system where you can clean up a single gallon of water by dropping a line into it with a star foam ball on the end. Mine is mounted in the basement just after the primary water filters and works off of 110. The power requirement is so low it does not effect my house batteries when dry camping.

I believe Clearwater may have attempted but was not very successful at marketing to the RV industry. But I am not sure if they were ever invited to a group of 400 coaches or had an entry point to a national organization.

The last time I talked to them was about four years ago. They are very nice people if you wish to give their marketing director or sales manager a call.
LD, '01 Endeavor '05 Executive

Electrical Problems

Last night I was watching TV, lights on and rear AC on. I then lost all power. The lights still worked on battery. Everything works on generator and inverter. My monitor shows 50 amp coming into coach but not using any power/amps. I have pulled out/pushed in the circuit breakers on inverter. Usually the inverter reads charging when I am plugged on to shore power, now, when I turn the inverter on, it reads inverter.

What should I check and do? Is the AC blown? Why do I show 50 amp power coming into coach on the monitor but no power in the coach? The surge protector is reading normal.

Barb, '04 Endeavor

Since your Progressive Surge Protector shows normal and your inside monitor shows 30a, I would suspect you lost one leg. A likely component is your transfer switch. Call if you wish.

Larry K '13 Endeavor

Check the breakers on the bedroom, especially the rear a/c since it was running. You may have to reset the EMS. Unplug from shore power, turn the battery disconnects off for 30 seconds, then back on and reconnect shore power.

Bob, Co-moderator, '08 Ambassador

The majority of transfer switches go out or "burn up" because the lugs are not 'tight' on them. There are many things that tend to vibrate loose on a diesel pusher and my guess is when it was removed it had burnt terminals.

Once a year remove the cover and tighten the lugs as part of your annual Preventive Maintenance. Do not light yourself up however...so if you do not feel qualified to do so, ask your tech to check them.

LD, '01 Endeavor '05 Executive

I reviewed the suggestions on what to look for, by others and they are all good things to check.

You say the inverter is okay in that it provides power from the batteries to the TV and Microwave. But it doesn't show charging. Everything works on generator.

(Continued on p 29)

Cleaning Bugs Off Coach

I recently stumbled upon a great new use for clothes dryer softener sheets. It's recommended to remove dead bugs and debris off your chrome mirrors, windshield, and front of coach as soon as possible. Their squishy residue can damage your clear coat finish.

I tested the process and it works real well. Here it is: Take one dryer sheet and insert in a large sprayer bottle filled with water. Let it sit for a few minutes and shake to disperse softener from the sheet. Use the spray bottle solution on affected areas and rub using a dry sheet for caked on debris. The bugs will come sliding off without affecting the finish. I rinse with clean cloth with plain water and dry with chamois. We are currently traveling and I noticed the bugs aren't even sticking. I was able to wipe off with a cloth and plain water.

Susan, 2013 Ambassador

? No Electric in R Side of Coach

Need wiring diagram or maybe help, I have electricity on inverter on right side and electricity to GFCI in bath on left side all work when generator or household current is the supplier.

Gayle, Scepter

Gayle, check both circuit breakers on the inverter. Pull them out and then push back on.

Bob, Co-moderator, '08 Ambassador

On most coaches, only one side of the coach (and the Bathroom GFI) has AC power when on inverter. This is normal. That is how the Scepter is wired. The 20 amp breaker can only supply a limited number of outlets. The bathroom GFI controls the Ice Maker outlet and the outlets for the Front TV and Surround System.

Art, '05 Imperial

My '06 Windsor is wired that way and our residential is plugged into the "ice maker receptacle" which was for the old Norcold at the back. It can be accessed by removing the cover behind the fridge.

Dave O, '06 Windsor



Need Parts for Omega Slide Out Awning/Cover

My bedroom slideout awning no longer retracts automatically. I believe the roller spring has let go. However, I think the rivet is what broke allowing the spring to lose tension. I would like to know where I may find repair parts for the system before I attempt the repair. For now I can roll it in carefully while my wife retracts the slideout. I'm looking for part #4 left and right and part #7 left and right per the diagram.

Tony, '03 Endeavor

If you want to give me or Mindy a call we will help you out. We have all parts for Omega's including springs, arm's, Anti-bellow devices, locks, etc.

Phone number is – 352-942-0224

E-Mail is chris@stonevos.com

Chris T



Find - It - Now Parts Warehouse

<https://rvparts.argrv.com>

Need parts for your coach? Get OEM parts here.



Pet Safety: Rattlesake Awareness



We not only must be safe for the humans in the coach, but also for our pets. Many dangers exist for our beloved pets. Rattlesnakes exist in most states and pose a real danger for our pets.

This past summer Janie and I traveled 7,100 miles through the South and the Midwest into the mountain west with nearly 2 months in desert country. We sold our home in Ohio and purchased a home in southern Arizona with our lot backing up to the Sonoran Desert. A couple of weeks ago I took our dog, Lakota, to a class on rattle snake awareness.

Rattle snakes are definitely a concern when you are camping or hiking in the desert. To date we have not found any snakes in our yard, but neighbors on either side of us have seen rattlers in their yards. We thought that rattle snake awareness training for us and the dog was a safety issue for us.

At the school, a trainer took Lakota on a long leash, 12 foot was my estimate. She explained the procedure to me. She had 4 stations set up for testing.

Station 1 had a fake snake sitting on a burlap bag that had a lot of rattle snake smells on it. That was the test. Dogs are taught to avoid the smells of the rattler. She gave Lakota all the leash to explore and when Lakota got within a couple of feet of the snake, the trainer zapped Lakota a good shock. Lakota hollered and jumped back. The trainer gave her more leash and Lakota ran behind me and wanted nothing to do with the snake smell area.

We moved onto the second station with a real rattler that had been caught in the desert the day before. It was a fairly good sized snake, but it had its mouth taped shut. A snake handler was stationed near the snake. As we walked within a couple of feet of the snake, Lakota walked near the end of the long leash, away from the snake. She wanted no part of the snake. The rattle was prominent on the snake.



After the real snake station, the Trainer took off the long leash and hooked my leash back on Lakota and I took the leash from the trainer. We walked about a foot from a bucket, full of holes, which had a lid on it and was full of sacks with snake smells. Lakota stayed as far as the 6 ft. leash would allow her to walk away from the bucket. The fourth station was another real rattler, but it had its mouth taped shut and its rattlers were also taped. The trainer indicated that in nearly one-half of the encounters with rattle snakes, you cannot hear the tail rattle. Lakota walked as far as she could away from the snake. Again, she was avoiding the rattle snake smell. We then walked past station two with the real rattler with dog walking as far away as she could.

Back at the starting point, the Trainer praised Lakota as being only a "one shock" dog, only the initial attention getter. We are to return for a follow-up in April before we go back out on the road. There is no way for me to continue to train her. If we see a rattle snake in the yard, hopefully she will respond accordingly. You do not use a road kill snake as practice as the smell of a dead rattler is different than the smell given off by a live one.

The trainer did tell me of a Jack Russell she had just trained. This aggressive dog wanted to go fight the snakes and had to be shocked 5 times before he decided to avoid the snakes. These are the two extremes of aggressiveness on the part of the dogs. So, I encourage you to be alert to the many dangers for your pet in new places you visit.

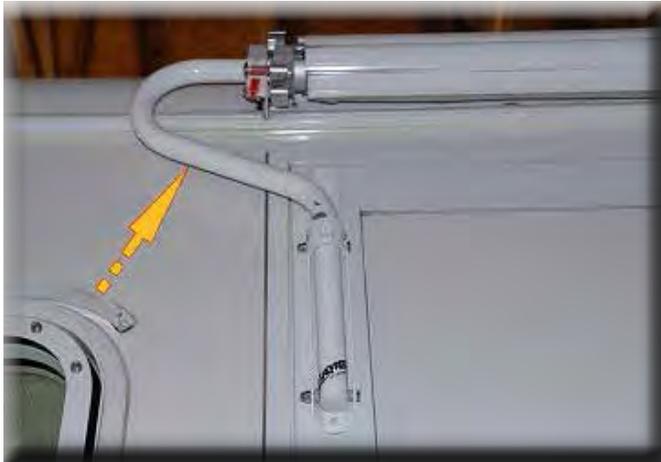


Dean Hoesting

Safety Coordinator

Carefree Omega Slide Topper

The slide topper is on many older coaches and is no longer manufactured. Carefree does not stock the parts for repair. However, some parts are still available by checking the Internet. If you have never seen one, you can look at the photo below to notice the distinctive curved bracket that easily identifies the Omega awning. Two versions were made. SOK I and SOK II. It has a built in



ARG / Holiday Rambler RV Contact Information

Useful contacts for information regarding your motor home.

ARG / HRTech Support	800.450.6336
ARG / HR RV – Indiana	800.650.7337
Cummins Customer Service	800.343.7357
Allison Customer Assistance	800.252.5283

Did You Know?

You can find manuals, diagrams, service manuals, etc, for a wide range of appliances. Just go to:

<http://bryanrv.com/docs.html>

You can find these documents for the following in your coach:

- o Dometic refrigerators
- o Norcold refrigerators
- o Duo Therm furnaces
- o Surburban furnaces
- o DuoTherm Roof Mounted units and Comfort Control Center
- o Coleman RV Products
- o Carrier AC / Heat Pumps
- o Surburban hot water heaters
- o A & E awnings
- o Atwood Ranges
- o Dometic toilets

Need Matching Stain for Cabinets?

For mid-2000s HR coaches with Newport cherry interiors, you do not need to match the "stain!" The cabinets were not stained. Unfinished cherry wood is very light, but when a clear coat, lacquer or urethane, is applied on top of a sanding sealer the wood will darken significantly over time. In several months the wood will darken to match the other cabinets.

Safety Alert

Do not climb into a bay to winterize your motorcoach while it is windy. The doors might blow shut. Boy is it dark in there. I'm so embarrassed. Enough said. I now keep a flashlight and screwdriver installed in the bay.
Steve

Do You Know?

To run a new communications cable from the front Heat Pump to the Rear Heat Pump can be done by running the new wire through a void in the center of the ceiling that runs most of the length of the coach. You can investigate inside the AC units to find it.



Ramblin' Pushers 2016 Maintenance Session

If you own a Holiday Rambler, American Coach, Fleetwood, Beaver, Monaco or Safari Diesel Motorhome, you're invited.

April 28 – May 4, 2016

(Arrival Day the 28th included in Registration)

Early Parking April 27th

Goshen, Indiana – GPS: N41.5807 W85.8007

General Information

You will leave better educated about the Use, Care, Safety and Maintenance of your coach

Location: Elkhart County 4H Fairgrounds
17746-D CR 34, Goshen, Indiana 46528

Early Parking Day: April 27th an extra \$20
Please don't arrive earlier than Early Parking Day April 4/27 (You will not be parked at assigned site)!!!

Need more information?

Visit our Website at www.ramblinpushers.org or call 866-208-7411

Your Parking Area will be based on the date your registration is postmarked. **So Register Early...!**
To park together, you MUST register together and arrive together...

Handicap Parking
Only 19 handicap parking spaces are available and will be assigned based on when the registration is postmarked.

HRRVC assumes no responsibility or liability, nor is any Officer, National Director, or any other person authorized to assume any responsibility or liability for any personal injury or property damage suffered by its members and/or their family or guest in attendance at or on the road to or from this Maintenance Session or other HRRVC event.

Mail registration & check or Money Order to:

Ramblin' Pushers Chapter 419
413 Walnut St., #5294
Green Cove Springs, FL
32043-3443

Return Form Below dotted line with Check or Money Order (MO) to this address

You should receive an e-mail about three weeks after mailing your registration confirming receipt. Pre-arrival packets will be distributed electronically to registered attendees in early April 2016.

Cancellations accepted prior to MS, subject to an admin. fee of \$10. Call 866-208-7411 or email to jpjscuba@bellsouth.net to cancel.

Cut Here and Return Below Registration with Check or Money Order

Names _____ HRRVC# if Applicable _____ For Office Use ID No

Address _____

City _____ State _____ Zip _____

Phone: Home _____ Cell _____

Email _____

Amount Paid _____

Check # _____

Date Postmarked _____

Coach Make _____ Coach Model _____ Year _____ Length _____ Engine Mfg _____

Vehicle ID Number (17 Digit No.)

REGISTRATION FEES: Check or MO payable to Ramblin' Pushers

Coach with 2 persons	\$225.00	_____
Coach with 1 person	185.00	_____
Extra Person in Coach, <u>Add</u>	60.00	_____
Non-Ramblin' Pusher Member, <u>Add</u>	20.00	_____
Early Parking Day – April 27 th , <u>Add</u>	20.00	_____

Check, if applicable:

- First Timer
- Handicapped (Limit 19)*

* Attach a copy of your current handicapped parking permit to your registration.

TOTAL AMOUNT PAID (US Funds Only) \$

Volunteers: Indicate your willingness to help at the Maintenance Session with a "Him", "Her" or "Both" below: **(NO CHECK MARKS PLEASE)**

First Aid _____ Audio/Visual _____ Engineering _____ Parking _____ Info/Trans _____ Coach Weigh _____ Propane Sniffing _____
 Round Table Moderators _____ Seminar Host _____ Mentors _____ Ladies Activities _____ Tours _____ Book Exchange _____
 Office _____ Registration _____ Goody Bags Prep. _____ Greetings _____ Evaluations _____ Hospitality _____ As Needed _____

ELECTION INFORMATION

Attention All Chapter 419 Members: We Need You!

All of you enjoy and appreciate the dedication that our Board of Directors has regarding the Ramblin' Pushers and the MS. Now is the time to step forward and help make decisions that help continue our great organization.

By agreeing to be placed on our slate of nominations to serve on the Board of the Ramblin' Pushers, you can bring new ideas and help continue the success and status we hold in the HRRVC family. Please included your Name, HRRVC#, Address and phone number. The procedures are simple:

- **Read** the available positions (*p. 22*),
- **Decide** which position would be the best for you to serve.
- **Review** the requirements* for these positions (*On p. 23*), and
- **Send** us your name to be submitted to our Members at the 2015 Annual Meeting at Goshen, IN. • **Include the following statement** in your message:

*"I have read the requirements for the position of _____
(fill in the appropriate office you are interested in serving) for the Ramblin' Pushers,
and I meet the stated qualifications" _____"*

Please include:

- **Name** _____
- **Address** _____
- **HRRVC #** _____
- **Phone** _____

Deadline for Submission of Your Name to the Nominating Committee:

January 2, 2016

If you have any questions regarding eligibility requirements, or duties for these positions, feel free to call *Renaë or Ray, Nominating Committee Members.*

Renaë Butler, Chairperson 715-305-5595

Ray Blush 727-409-729



ELECTION INFORMATION



20 16 Ramblin' Pushers Nominations for Elected Positions With Pre-Requisites

All nominees must be current members of both Ramblin' Pushers Chapter 419 AND the Holiday Rambler Recreational Vehicle Club (HRRVC)

Director (Two Year Term): *Two positions open*

- Active member of the Ramblin' Pushers for a minimum of two years
- Attended at least one MS

Secretary AND Treasurer: *One position open in each category*

- Active member of Ramblin' Pushers Chapter 419 for at least three years
- Attended at least two MSs

Vice President AND President: *One position open for each category*

(Must meet at least three of the following requirements)

- Member of Ramblin' Pushers' Board of Directors (past or present) for two years
- Served as MS Event Coordinator
- Served as MS Co-Coordinator or assistant Coordinator for two years
- * Held a Ramblin' Pushers Standing Committee chair position for two years
- * Attended three MSs and served one year as a MS Chair.
- * Attended four MSs and served three years on a MS Committee
- * Served in an office leadership position of HRRVC, or one of its chapters (i.e. Chapter President,

State Manager, assistant State Manager).

To Nominate Yourself (See p. 21):

1. Choose the office to run for
2. Ensure you meet the qualifications for the office
3. Send an email with the required information

BEFORE Jan. 1, 2016

TO: buters67@me.com

Please review the qualifications for these positions. If you have an interest in serving on the Ramblin' Pushers Board of Directors in any of these positions, please send an **e-mail by January 2, 2015, with the statement in the box from the article on the next page** to: butlers567@me.com

*Rena Butler, Chairperson
Chapter 419 Nominating Committee*

Winter Address
4764 SE 94th Ave., Webster, FL 33597

ELECTION INFORMATION

The Board of Directors

Per the Chapter By-Laws, the Board of Directors consists of four officers and four Directors.

See the chart below to see the Officers and Board Members with their terms.

The officers are elected for one year terms, the Past President serves until another President is elected, and the Directors are elected for two year terms (two each year – staggered terms).

Therefore, in May 2016, at the General Membership meeting during the 2016 MS, **we will elect:**

- **Four officers and**
- **Two directors.**

Members will vote for new Officers.



The Board of Directors Includes:

President	1 year term
Vice-President	1 year term
Treasurer	1 year term
Secretary	1 year term
Director	2 year term

To Become a Candidate for the Board of Directors

- 1) To become a candidate, please submit your qualifications including why you would like to serve.
- 2) The Nominating Committee will review the qualifications to verify qualifications of those asking to be considered. The Committee will recommend all who qualify.
- 3) In addition, the By-Laws require the Chapter to publish a list in the 2016 First Quarter Newsletter of those individuals who meet the requirements and are running for an office on the Board of Directors.
- 4) If you want to run for office in 2016, please email your contact information and your qualifications **BEFORE Jan. 2, 2016**, to Renae Butler, Chairman of the Nominating Committee at:

[Butlers 67@me.com](mailto:Butlers67@me.com) OR

Mail your information to (to arrive before Jan. 2, 2016):

Renae Butler, Chapter 419

4764 SE 94th Ave.

Webster, F 33567

- 2) The actual election of Board of Directors Members will take place during the 2016 Ramblin' Pushers Membership Meeting during the 2016 Maintenance Session/
- 3) **Write in Candidates:**
In addition to candidate proposed by the Nominating Committee or those who have volunteered to run, other candidates who meet the requirements and agree to serve may be nominated from the floor during the actual Business Meeting.



Is there any way for those of us that are not agile enough to climb a ladder (or on the roof of our RV) to check for debris on the slide toppers from the ground and remove it before we put the slides in??

Jon, '07 Ambassador

To be honest I have only heard of one time that a topper got torn due to debris being on it. For the most part the Carefree assemblies both SOK II & III models do a good job of repelling sticks, etc. Leaves will go into the cover and a lot of times they will blow out while traveling.

Small debris comes in on the toppers, rolls over the edge and falls out under the cover onto the ground a lot of times. With that said I have seen covers crammed full of debris before and once seen a birds nest inside one. One of the tech's I know found the dead carcass of a squirrel in one once. I installed a brand new prototype on my coach two years ago--3 months after install I found a huge gapping hole in it. A squirrel had decided it made great nesting material and was building a nest as well as an escape hatch on top of my slide.

As I said I have only made one replacement topper for a member who got a large stick wedged into the cover and topper which tore it. That is one topper out of thousands that we have made over the last 9 years. Many Newell and Prevost owners are envious of us because we have toppers.

I have a Newell customer who had his coach retrofitted with toppers because he had a large tree branch come into his coach ripping the seal all to heck. Like you, he was unable to get on his roof and all Newell's and Prevosts do not come with rear ladders.

I do recommend that for those parked under tree's, especially pine's that they remove their covers once a year and clean them out.

Chris T.

You might try a gas or electric hand held blower with a PVC pipe extension and a 90 degree sweep on the end. You can stand on the ground and blow off the slide toppers.

Bruce, '03 End

One way I have managed to get most of that debris off my slide toppers is to have DW bring in the slides while I quickly "sweep" off the rolling edge with a long handle broom while standing on the ground. It works quite well unless the toppers are soaking wet and the leaves stick, then it's often a chore.

Ray, '02 Endeavor

Perhaps a broom end on a U and long pole or compressed air on a 90 degree bend and long pole. And then a mirror to check it out?

Bob, '09 Scepter

The only real way to do what you asked is with a human. Up to you on how to get someone else on your roof.

Bob, Co-moderator, '08 Ambassador

Cleaning Debris off Toppers

Should be someone in the park that would lend a hand. I would.

Jerry, '04 Scepter

LOL, Last week after 16 years of doing this we just had this discussion. In past years every time we would park under an oak tree we would climb onto the roof to sweep off the acorns and various limbs from the slide covers.

In the last two years neither of us have even been on the roof. The wash service has, but not us! Now a days, we just tend to bring the slides in very slowly whenever we know there might be debris. Sometimes after a storm we inch them in only a few inches at a time!

So far the design technology of the rollers have prevented anything from being "rolled up" and all but ONE small limb just fell off the front of the aluminum cover to the ground. This one small limb did ride comfortably between the top lip of the slide and the roof line until our next stop. At our next stop the wind eventually blew it off. So for the last two years we just "go slow" as we bring them in and see what happens.

LD, '01 Endeavor, '05 Executive

Thanks LD - hopefully my current problem will be fixed by Chris at Stonevos next week and I'll try your solution. Fortunately I had a very agile sister to climb on a ladder with a broom last week.

Jon, '07 Ambassador PDQ

We try not to park under a tree. Keeps stuff off the topper and the top of the coach. Keeps all cleaner.

Ben



<http://www.rvbusiness.com/2015/10/arg-to-renovate-service-center-adding-rv-park/>

ARG Developing State-of-the-Art Service Center



Artist's rendering of ARG's new state-of-the-art service center in Decatur, IN.

Allied Recreation Group (ARG), manufacturer of Fleetwood RV, American Coach, Holiday Rambler and Monaco brand visitor welcome center at its eastern service facility in Decatur, Ind.

"We are excited about this substantial investment in service operations and the community because Decatur has been home to our family of brands in a number of capacities for more than 30 years," said Jim Jacobs, president of Allied Recreation Group. "And for nearly as many years, our service facility has catered to the post-retail maintenance and service needs of our owners and visitors by providing a location that houses state-of-the-art equipment and RVIA-certified and master certified technicians. The new facility will now complement our service abilities and talent with comfort and amenities that will improve our owners' and visitors' overall service experience."

Proposed and approved plans were drawn by Pranger Group Inc., a local architecture and engineering firm. The approved plan is designed to include interior and exterior aesthetic facelifts to the existing service facility location.

Service customers and visitors will also have access to a 49-site, paved campsite with electric hook-up and ample space for a tow vehicle. The campsite will be landscaped with grass and arbor embellishments. A privacy fence will be installed and border the campsite and paved walking paths will be available for pet owners.

Facility visitors will have access to an exterior entertainment patio, equipped with two gas fire-pits. Visitors staying at the campsite may utilize the patio for socializing or relaxing for a true campground experience.

The current facility will receive a two-story building addition and house an open model atrium with a welcome reception area to greet and welcome visitors. Owners and visitors will also have access to a loft-style, luxurious lounge with large, picture window overlooking the campground, complete with charging stations for personal devices and equipment. A complimentary laundry facility will be available for visitor use.

A designated storm shelter will be available in the event of inclement weather. The new Visitor & Factory Service Center will continue to be located at 1420 Patterson, Decatur, Ind. Tentative project completion is targeted for spring of 2016.

For more information about Allied Recreation Group or any of ARG's motorhome brands, visit www.alliedrecreationgroup.com or call 260-728-2121.

New Service Center CG – Decatur

Spring 2016 – Projected completion date

49 sites with electric

Room at site for tow car

Concrete sites and roads

Landscaped with privacy fence

Paved walkways for pet walks

Exterior entertainment patio with fire pit

New two story addition with loft with lounge for owners

and to view campground

Charging station for electronics

Complimentary laundry facility

MANUFACTURING RELATIONS WITH JOHN



*John Jones,
Lead*

ARG News and Updates

Several items of interest regarding ARG are here for your information.

First, the following news release was as sent to me by **Theresa Jacobson** from ARG:

- o "In June 2015, we welcomed new president, **Jim Jacobs**, to Allied Recreation Group. He joins us with a lengthy and successful history in manufacturing & the recreational vehicle industry and a progressive career in leadership. We are excited about the direction our company is headed and the dynamic collaborative efforts being made between Jim and Holiday Rambler President, **Mike Snell**.
- o We have a number of exciting updates to mention both from a company and product perspective. For the company front: Our team remains steadily focused on product growth and owner satisfaction. As part of these focuses, Allied Recreation Group has cemented approval in plans for significant investments in the Decatur, Indiana area – the home of Holiday Rambler manufacturing facilities and subsidiary grounds
- o **New Owner Factory Service Center** The first source of investment is an area that we are proud to share with you and are confident you'll reap great reward and satisfaction from: We have recently begun plans to break ground on a complete state-of-the-art renovation process to our owner Factory Service Center in Decatur. (See article, p. 25) The new facility is slated to be complete in spring 2016, and we invite our owners to join us to see the impressive new facility in person in the coming years. The new facility will feature a full asphalt and landscaped campground with electric hook ups and arbor embellishments. The owner-centric campsite will be secluded by a bordering privacy fence. The exterior of the facility will offer an exterior patio with two fire pits for entertainment and true campground socialization. The interior will feature an open owner's lounge and loft, overseeing a two story atrium reception area and visitor greeting center. The new facility will house complimentary laundry services for guests, spacious lavatory facilities, and a designated storm shelter for emergencies. The expansive project will serve as a premiere owner welcome center with gracious amenities to cater to and comfort our owners. I have attached an approved rendering for your viewing. Big and exciting things are coming with this project!
- o **New Class C Manufacturing Facility** The second source of investment is an area that will serve greatly on the backend for our owners and will indirectly affect owner satisfaction. We are further proud to announce that we have recently closed on a deal to acquire a new 50,000 sq.ft. facility, which will soon become home to our designated Class C Production/ Manufacturing Facility. While it doesn't provide direct results to our owners, we are confident that products that we produce will be of the highest quality manufacturing in a facility with specialized equipment and skilled labor in a setting that is dedicated to engineering Class C motorhomes. We will continue to expand our growing portfolio of products and continue to offer the most highly competitive pricing for the most valuable products.
- o **Brand Growth** An undoubtable byproduct of increasing capacity and manufacturing facilities will be brand growth, increased efficiencies, and decreased complexities all while maintaining the integrity of features, amenities, expectations and improved quality and value for your motorhomes.
- o **Relaunch Endeavor, Scepter, & Admiral** As for products: You may or may not have heard, but we are excited to announce that our line of Holiday Rambler products continues to grow! We recently **relaunched Endeavor and Scepter** motorhomes to the diesel line to provide an expansive and feature-set offering of products across all price points, giving our owners more to choose from – to meet their individual and financial preferences & needs. Another exciting introduction is the Admiral XE. **Admiral XE is a gas product** that we have expanded into an extremely aggressively priced segment of the market. It is an entry-level Class A Gas product that offers priceless features at an extremely attractive value.

MANUFACTURING RELATIONS WITH JOHN

- o **Revive Legacy Nameplates** Our goal is to continue to revive brands with powerful and legacy nameplates that our loyal Holiday Rambler owners love and admire. We certainly invite new owners into our family every day and continue to press forward with the intentions of developing a full line of products that caters to owners and future owners of all types. We appreciate your feedback and passion for the brand. We listen and hear your ideas and suggestions and we are working hard to meet your requests for products that you're hoping to see return to the market. Thank you for your loyalty and love for Holiday Rambler!

- o **Expand Dealer Network** Lastly, our team is hard at work to expand our dealer network and presence across the country to offer more products in more geographical locations. During our recent Dealer Open House, we added 5 new dealers to our dealer-partner network and we look forward to additional dealer locations in the near future. We are excited about the future of bringing more of the products you love to you.

- o **Thanks for Loyal Owners** As a final mention to conclude with: Please express our sincerest appreciation for the loyalty and confidence that our owners have in Holiday Rambler. It is making your dreams possible and bring your adventure to life that continues to motivate our team and drives the thrill of manufacturing dreams on wheels a reality. We are forever grateful for giving us the opportunity to share in that dream with our owners and look forward to many years together! Enjoy your rally, Ramblers!!!!"

Next, during **Jim Grossman's** recent factory visit, we were happy to learn that Joyce Arnold, formerly National Parts Manager, is being promoted to aftermarket key account manager of Allied Specialty Vehicles' (ASV), RV Division. We congratulate her and wish her the best in her new job.

The Hersey Show was very successful with eleven total coaches sold. The new Scepter was a great hit with several being sold. We thank **Ray Cupples** for heading up Chapter 419 representation at the event.

We are really looking forward to attending and staffing a table in the Holiday Rambler booth at the Tampa show in January. Hopefully, all three of the new Endeavor floor plans will be available for us to see.

We're also looking forward to having a full compliment of diesel coaches at the 2016 MS: new Ambassadors, Endeavors, Scepters and Navigators on site for our attendees to inspect and buy.

Looking forward to seeing you at the 2016 MS.

John Jones
President Chapter 419
Co-Chairman Manufacturers Relations

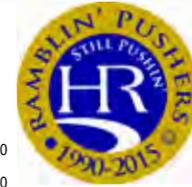


Allied Recreation Group (ARG)	
Corporate Officers	
CEO, Allied Specialty Vehicles (ASV)	Tim Sullivan
CEO, Allied Recreation Group (ARG)	James P. Jacobs
President, Monaco & Holiday Rambler	Mike Snell
Vice-President Customer Experience, ARG	Steve Heim
National Director of Service Operations, ARG	Giff Akins
Director of Marketing, ARG	Steven Hileman
Director of Product Design, ARG	Paul White
Holiday Rambler Brand Manager, Monaco & Holiday Rambler	Scott Jacobson
District Sales Manager, Monaco & Holiday Rambler	Leslie Grimm
Coburg Service Manager, ARG	Matt Shyner
Monaco & Holiday Rambler	Teresa Jacobson

CHAPTER 419 QUARTERLY FINANCIAL REPORT



**CHAPTER 419
FINANCIAL REPORT
OCTOBER 1, 2014 TO SEPTEMBER 30, 2015**



<u>2015 MS INCOME</u>		
COACH WEIGHING	\$	1,670.00
DONATIONS		8,017.00
MEMBER PRODUCTS SALES		683.00
REGISTRATION AND CAMPING		44,141.00
SPONSOR AND VENDING REGISTRATION AND CAMPING		8,517.00
	\$	<u>63,028.00</u>
<u>OPERATING INCOME</u>		
DUES	\$	7,730.00
INTEREST INCOME		41.27
		<u>7,771.27</u>
<u>2015 MS EXPENSES</u>		
AV SUPPLIES	\$	65.17
EQUIPMENT		693.75
FAIRGROUNDS EXPENSE		51,696.76
GOLF CART RENTAL		6,070.00
HOSPITALITY		20,224.31
MS ADVERTISING		625.00
MS HATS PARK & TRANSP		768.00
MS PINS		1,077.40
MS SUPPLIES		1,205.53
OFFICE SUPPLIES		141.90
OFFSITE DINNERS		9.00
PRINTING		2,818.13
PROPANE		526.47
REGISTRATION REFUND		9,233.00
SEPTIC PUMPING		30.00
STORAGE FACILITY		2,263.00
VENDOR CHAIR SUPPLIES		218.28
PIPE AND DRAPE		2,785.42
EQUIPMENT		208.75
MEMBERSHIP CHAIR		347.62
		<u>347.62</u>
TOTAL MS 2015 EXPENSES	\$	101,007.49
<u>OPERATING EXPENSES</u>		
BANK CHARGES		181.63
NEWSLETTER POSTAGE		2,270.75
NEWSLETTER PRINTING		6,774.12
NEWSLETTER TAX		210.16
OFFICE SUPPLIES ADMIN		983.04
POSTAGE ADMIN		384.59
D & O INSURANCE AND TREASURER BOND		1,323.00
TELEPHONE		223.98
TELEPHONE FORWARDING SERVICES		104.09
WEBSITE FEES		420.00
EQUIPMENT NEWSLETTER		680.93
DONATIONS		150.00
HAT PURCHASE		1,240.00
MAIL FORWARDING SERVICE		200.00
		<u>200.00</u>
TOTA OPERATING EXPENSES		15,146.29

CHAPTER 419 QUARTERLY FINANCIAL REPORT

STATEMENT OF NET POSITION	
<i>Continued from p. 28</i>	9/30/2015
CASH IN BANK	\$ 55,050.34
LIABILITIES	
DEFERRED REVENUE (NOTE A)	\$ (32,499.00)
NET WORTH	\$ 22,551.34



NOTE A

COLLECTION OF REGISTRATIONS PERTAINING TO 2016 MS IS RECORDED AS DEFERRED REVENUE AS REQUIRED BY GENERALLY ACCEPTED ACCOUNTING PRINCIPLES BECAUSE THE 2016 MS EVENT HAS NOT YET OCCURRED AND REVENUE IS NOT RECOGNIZED UNTIL THE EVENT OCCURS. IF THE EVENT WERE NOT TO OCCUR, THESE FUNDS ARE TO BE RETURNED TO THE REGISTRANTS.

RESPECTFULLY SUBMITTED,
ROBERT KISER

Continued from p. 15

The device causing the problem is most likely the transfer switch ATS not supplying shore power to the coach. With power off at the shore post remove the cover on the ATS. Now reconnect to shore power and check the voltages on the incoming and outgoing terminals. If you are not skilled with electricity then have a qualified person do the checking.

Larry, '05 Endeavor, Co-Moderator

Are ALL of the rig's breakers on? Two are used to detect 50A and if off then the default is 30A. And the off on can be one that you never use but your monitor does use. For instance, if you do not have a washer, is the breaker for the washer turned on?

Bob S, '09 Scepter

Found the email I received from TRC, Shawn was good to talk to and helped a lot with trouble shooting. It was on his recommendation that I replaced the transfer switch.
Larry K '13 Endeavor

"Thank you for contacting TRC.

If the unit is chattering please do not continue to use.

If the unit is cycling power please call in to trouble shoot as the circuit board may have experienced an electrical occurrence.

The first steps are to follow the pass of electricity. Check your connection point, check your RV power cord plug, check your RV power cord, Check the connection to the 41260.

Regards,
Shawn Weldon
Technical Support Engineer

Technology Research Corporation
Toll Free: 1-800-780-4324 EXT:20311

Fax: 727-530-7375

Email: shawn.weldon@colemancable.com

Well, the solution was a new transfer switch. Barb

Sorry to bug you but I have run into a problem and I was hoping you can point me in the right direction or maybe you know the answer. When I plug the coach into 50amp the Surge protector / ATS (*Automatic Transfer Switch*) starts banging like a drum. The trouble lights on the surge protector are not lit. There is no problem when I am plugged into 20. I have the park checking their breakers, plugs. etc. When the banging starts the magnum energy remote shows a red fault AC overcharge.

Dave, '12 Ambassador

I had this problem. Talked to the supplier tech and the told me once it starts banging it needs to be replaced. While I was waiting for the replacement, I disconnected the gen side and capped the wires. Then moved the shore wires to the gen side. Yep couldn't use gen but I was at parks at the time.

Larry K, '13 Endeavor

The first thing I would do is unplug the coach and then open up the ATS cover. Check all of the connections to make sure they are tight. Plug back in and see if that fixed it. You can leave the cover off to see if that is the source of the problem .

If that didn't work, unplug and turn on the generator to see if it happens there. If it doesn't happen on the generator but is still happening on shore power, the problem is either the pedestal or the ATS. I don't think the surge protector would cause this.

I would also check the charge settings on the remote and adjust them lower.

Bob, Co-moderator,'08 Ambassador

RAMBLIN' PUSHERS CHAPTER INFORMATION

2015 Ramblin' Pushers Officers & Board



Ramblin' Pushers Officers welcome your input. Please email them with your comments.

<i>POSITION</i>	<i>MEMBER</i>	<i>EMAIL</i>	<i>HOME STATE</i>	<i>HR #</i>
President	John Jones	jjpscuba@bellsouth.net	FL	114886
Vice-President	Jim Grossman	jim.grossman@sbcglobal.net	MO	101983
Secretary	Harvey Payne	mhpayne@netzero.net	VA	82996
Treasurer	Robert L. Kiser	RNCKiser@aol.com	NC	107386
Director	Sarah Brooks	Sarahwbrooks@bellsouth.net	FL	85414
Director	Ed Francis	francesbabycakes@gmail.com	NC	118020
Director	Paul Miller	Pauljoyce.miller@verizon.net	VA	113736
Director	Hugh Skidmore	hsscubadoc@bellsouth.net	FL	116246
Immediate Past President	Roger Stickley	tammy21@wans.net	OK	106217



Left to Right:

Robert Kiser, Treasurer; Jim Grossman, Vice-President & MS Event Coordinator; John Jones, President; Secretary, Harvey Payne

Board Members: Sarah Brooks, Ed Frances, Hugh Skidmore; Not Shown: Paul Miller & Roger Stickley

2015 SPONSOR DEALER MEMBERS

Sponsor Service Members provide service for HR Diesel Pushers. These members are Service Centers and would like you to consider them when you have service needs. If you know of an Service Center that would like to become a Sponsor Service Member, please contact Dempsey Brooks, fdbrooks@bellsouth.net.

1. Service and repairs
2. Collision repairs
3. Supplies and accessories
4. Disposal stations
5. LP Gas
6. Chassis/Engine Service
7. Overnight Parking

8. 10% Member discount on store items
9. RV Storage
10. RV Wash Service



Alliance Coach, Inc.

4505 Monaco Way
Wildwood, FL 34785
Web Site: www.alliancecoach.com
E-mail: business@alliancecoach.com
Contact: Allan Shapiro 352-330-3800
ashapi@aol.com
Sales: Tom Peterson 352-330-3800
tom.peterson@alliancecoach.com
Service: Mike Hawkins 352-330-3800
mike.hawkins@alliancecoach.com
Services: **1, 2, 3, 4, 5, 7, 8, 10**
Models: All HR Diesel Models

Alliance Coach, Inc.

5355 Mill Store Road
Lake Park, GA 31636
Web Site: www.alliancecoach.com
E-mail: business@alliancecoach.com
Contact: Allan Shapiro 352-330-3800
ashapi@aol.com
Sales: Rick Burling 229-559-1555
rick.burling@alliancecoach.com
Service: Keith Frost 229-559-1555
keith.frost@alliancecoach.com
Services: **1, 2, 3, 4, 5, 7, 10**
Models: Vacationer, Ambassador, Endeavor

Apalachee RV Center

1364 Duncan Lane
Auburn, GA 30011
Web Site: www.myarv.com
E-mail: service@myarv.com
Contact: Joe Morillo 770-868-0999 X 309
service@myarv.com
Service: Tracy Fulkerson 770-868-0999 X 301
tracy@myarv.com
Services: **1, 2, 3, 4, 5, 6, 8, 10**

Day Bros Auto & RV Sales, LLC

3054 Laurel Rd
London, KY 40744
Web Site: www.daybrosvsales.com
E-mail: sday29@msm.com
Contact: Kenny Day 606-877-1530
Sales: Terry Mitchell 606-877-1530
Service: George Day 606-877-1530
Services: **1, 2, 3, 4, 5, 8, 9, 10**

General RV

13396 E. US Hwy 92
Dover, FL 33527
Web Site: www.generalrv.com
E-mail: jcohen@generalrv.com
Contact: John Cohé 813-305-2500
Sales: Victor Davis 813-305-2500
Service: Tim Kelly 813-305-
Services: **1, 2, 3,**
Models: Ambassador, Endeavor, Scepter

Giant RV - Montclair, CA

9150 Benson Ave
Montclair, CA 91763
Web Site: www.giantrv.com
E-mail: dickT@giantrv.com
Contact: Dick Torres 909-981-0444
Service: Paul Nunez 909-981-0444
Services: **1, 2, 3**
Models: Admiral, Vacationer, Ambassador

Giant RV - Marietta, CA

24700 Madison Ave
Marietta, CA 92562
Web Site: www.giantrv.com
E-mail: dickT@giantrv.com
Contact: Dick Torres 909-981-0444
Sales: Mike Jacque 951-696-7444
Service: John Meyke 951-254-4053
Services: **1, 2, 3**
Models: Vacationer, Ambassador

Mellott Brothers, Inc

2718 Willow Street Pike
Willow Street, PA 17584-9505
Web Site: www.mellottbrothers.com
E-mail: sales@mellottbrothers.com
Contact: Larry Mellott, Jr 800-826-3556
Sales: Larry Mellott, Jr 800-826-3556
Service: Tim Neff 717-464-4855
Services: **1, 2, 3, 4, 5, 6, 8, 9**
Models: All HR Diesel Models

2015 SPONSOR DEALER MEMBERS

Motor Home Specialist

100 O'Banion Way
Alvarado, TX 76009

Web Site: www.mhsrv.com
E-mail: djobanion@m.s.n.com
Contact: Donny O'Banion 817-790-7771
Sales: Mark Griffith 817-790-7771
markg@mhsrv.com
Service: Terry Humphries 819-790-7771
service@mhsrv.com
Services: 3
Models: Vacationer, Ambassador

Paul Evert's RV Country

3633 South Maple
Fresno, CA 93725

Web Site: www.rvcountry.com
E-mail: sales@rvcountry.com
Contact: Curt Curtis- 559-779-1725
curt@rvcountry.com
Sales: Julien Castillo 559-486-1000
Service: Han Dudley 817-779-1725
Services: 1, 2, 3, 4, 5, 6, 7, 8, 9
Models: All HR Diesel Models

Paul Evert's RV Country

83407 Highway 111
Indio, CA 92201

Web Site: www.rvcountry.com
E-mail: sales@rvcountry.com
Contact: John Mathiasen 760-972-4122
jmathiasen@rvcountry.com
Sales: John Mathiasen 760-972-4122
Service: John Mathiasen 760-972-4122
Services: 1, 2, 7, 10
Models: All HR Diesel Models

Paul Evert's RV Country

90915 Roberts Road
Coburg, OR 97408

Web Site: www.rvcountry.com
E-mail: sales@rvcountry.com
Contact: Jim Hardy gentlemanjimhardy@gmail.com
Sales: Alan Page 541-636-6041
Service: Chad Ross 541-686-6041
Services: 1, 2, 3, 4, 5, 6, 7, 8, 10
Models: All HR Diesel Models

Paul Evert's RV Country

5111 20th Street E
Fife, WA 98424

Web Site: www.rvcountry.com
E-mail: sales@rvcountry.com
Contact: Kevin Knowles 253-926-6000
kknowles@rvcountry.com
Sales: Kevin Knowles 253-926-6000
Service: Jeff Grah 253-926-6000
jeffg@rvcountry.com
Services: 1, 3, 6, 7
Models: All HR Diesel Models

PGA Auto, RV, Boat Collision

32393 Lakepoint

New Baltimore, MI 48047

Web Site: www.pgacollision.com
E-mail: pgacollision@comcast.net
Contact: Gary Patchak 586-725-1863
Sales: Danny Patchak 586-718-4726
Service:
Services: 2, 10
Models: All HR Diesel Models

RV World of Lakeland

940 Lakeland Park Center Drive
Lakeland, FL 33809

Web Site: www.rvworldinc.com
E-mail: mgerzeny@rvworldinc.com
Contact: Pete Ackerman 868-853-9177
Sales: Pete Ackerman 868-853-9177
Service: Sean Gavagan 868-853-9177
Services: 1, 2, 3, 5, 6
Models: Augusta, Vacationer, Ambassador, Endeavor

RV World of Nokomis

2110 Tamiami Trace
Nokomis, FL 34295

Web Site: www.rvworldinc.com
E-mail: info@rvworldinc.com
Contact: Ed Davidson 941-966-2182
Sales: Jim Alba 941-966-2182
Service: Craig Hinshaw 941-966-5335
Services: 1, 2, 3, 5, 10
Models: Vacationer, Ambassador, Endeavor

2015 SPONSOR DEALER MEMBERS

The R.V. Shop, Inc.

14340 S. Choctaw Ext.
Baton Rouge, LA 70819

Web Site: www.RVShoponline.com

E-mail: info@rvshoponline.com

Contact: Gerald Vince 225-272-8000

Sales: Tyson Vince 225-272-8000

Service: Briggs Vince 225-272-8000

Services: **1, 2, 3, 4, 5, 6, 8, 9, 10**

Models: All HR Diesel Models

Sicard RV

7526 Highway #20

Smithville, Ontario CANADA LOR2AO

Web Site: www.sicardrv.com

E-mail: gsicard@sicardrv.com, rsicard@sicardrv.com

Contact: Blair Sicard 905-957-3344

Sales: Roger Sicard 905-957-3344

Service: Terry Sicard 905-957-3344

Services: **1, 2, 3, 4, 5, 6, 7, 8, 10**

Models: All HR Diesel Models



Veurinks RV Center

7144 S Division
Grand Rapids, MI 49548

Web Site: www.veurinksrv.com

E-mail: rvsales@veurinksrv.com

Contact: Tim Veurink 616-965-9605

Sales: Matt Veurink 616-965-9606

Service: Tom Woods 616-965-9631

Services: **1, 2, 3, 4, 6, 7, 9, 10**

Models: All HR Diesel Models



How to Access eGroup/eForum Files

Need to find old Ramblin' Pusher eGroup
Messages or Uploaded Files?

[www.groups.yahoo.com/group/ramblin_](http://www.groups.yahoo.com/group/ramblin_pushers)
[pushers](http://www.groups.yahoo.com/group/ramblin_pushers)

You can search for old
messages or uploaded files and photos.
You will first need to log into Yahoo Groups.

ARG Factory Tours

Decatur, IN

Monday - Friday 9 AM

For reservations Call

260-728-2121

Dial 443299 -- Tom Liechty

2015 SPONSOR SERVICE MEMBERS

Sponsor Service Members provide service for HR Diesel Pushers. These Sponsors would like you to consider them when you have service needs. If you know of an Service Facility that would like to become a Sponsor Service Member, please contact Dempsey Brooks, fdbrooks@bellsouth.net.

1. Service and repairs
2. Collision repairs
3. Supplies and accessories
4. Disposal stations
5. LP Gas
6. Chassis/Engine Service
7. Overnight Parking

8. 10% Member discount on store items
9. RV Storage
10. RV Wash Service



Coach Supply Direct

19975 M - 205
Edwardsburg, MI 49112

Web Site: www.coachsupplydirect.com
E-mail: info@coachsupplydirect.com
Contact: Josh Leach 269-340-4965
800-589-7251
josh@coachsupplydirect.com

Services: **1, 2, 3, 7, 8**

Cummins Crosspoint LLC

3415 W. Coliseum Blvd.
Fort Wayne, IN 46808

Web Site: www.crosspoint.cummins.com
E-mail: cd575@cummins.com
Contact: Carrie Buisman 260-482-3691
Service: Carrie Buisman 260-482-3691

Services: **1, 6, 7, 8**

Cummins Onan of Elkhart

5125 Beck Drive
Elkhart, IN 46516

Web Site: www.cummins.com
E-mail: Kent.A.Hollopeter@cummins.com
Contact: Kent Hellopeter 574-361-1068

Services: **1, 3, 4, 5, 7, 8**

Custom Coach Connection

208 Charleston Lane
Maryville, TX 37803

Web Site: www.customcoachconnection.com
E-mail: Geoff@customcoachconnection.com
Contact: Geoff Matthews 619-571-3393
Sales: G.Matt@me.com 619-571-3393
Other: Johana Matthews 619-571-3592
Johana@me.com

Services: **1, 3**

Eagle's Pride RV, Inc.

108 C Plantation Drive
Titusville, FL 32780

Web Site: www.eaglespride.com 800-552-3555
E-mail: eaglespride@yahoo.com
Contact: Mike & Joshua Thibeau 321-383-0288
Sales: Carrie Wilmer 321-383-4495
Service: Joshua Thibeau 331-383-0288
Services: **1, 2, 3, 5, 7, 8**

Elkhart Sales & Service, Inc.

27895 CR 10, Ste. "B"
Elkhart, IN 46514

Web Site: www.elkhartssi.com
E-mail: mmiller@elkhartssi.com
Contact: Marvin Miller, Pres. 574-262-9499
Service: Tom Bumpus 574-262-9499
Service: Patrick McGann 574-215-1785
Services: **1, 2, 3, 4, 9**

Glen's Tire Inc.

609 E. Waterford St.
Wakarusa, IN 46573

Web Site: www.glenstire.net
E-mail: pitstop@glenstire.net
Contact: Glen Zimmerman 574-866-1159
glen@glenstire.net

Services: **1, 2, 3, 4, 9**

Hydronic Heating Specialists

(AquaHot)

23624 Greenwood Blvd.
Elkhart, IN 46516

Web Site: www.hydroneheatingspecialist.com

E-mail: darin@hydroneheatingspecialist.com
Contact: Darin Hathaway 574-612-4826
Services: **1**

2015 SPONSOR SERVICE MEMBERS

Lee Smith, Inc.

2600 8th Avenue
Chattanooga, TN 37407-1156

Web Site: www.lee-smith.com
E-mail: dkissinger@lee-smith.com
Contact: Taylor Vinson 423-622-4161
Service: Mike Suggs 423-648-6404
Services: **1, 2, 3, 4, 6, 7, 8, 10**

Lloyd DeGerald Services

(AquaHot)
16754 Smithers Rd
Paron, AR 72122

E-mail: lloyd.degerald@gmail.com
Contact: Lloyd DeGerald 501-258-8426
Services: **1** *(AquaHot/HydroHot)*

Master Tech RV

28717 Holiday Place
Elkhart, IN 46517

Web Site: www.mastertechrv.com
E-mail: service@mastertechrv.com
Sales Contact: Mitch Franz 574-522-6624
Contact: Tim Klenk 574-320-0162
Service: Don Walder 574-522-6624
Services: **1, 2, 3, 4, 5, 7, 8, 10**

M & M RV Electronics

(RV Electrical)
205 North Main Street
Ohio City, OH 45874

Web Site: mmrvelectronics.com
E-mail: mmrvelectronics@yahoo.com
Contact: Mark Bayus 419-203-2827
Service: Chris Bayus 419-965-3014
Services: **1** *(RV electrical), 3, 7, 8*

RV Decor

5800 E. 32nd Street
Yuma, AZ 85365

E-mail: info@rvdecor.com
Web Site: rvdecor.com
Contact: Mujeeb Khan 928-550-7010
Service: mujeeb@rvdecor.com 928-550-7010
Service: Peggy Grich peggy@rvdecor.com 928-550-7010
Service: Jerry Hulser 928-550-7010
Services: **1, 2, 3, 6, 8**

RV Systems, Inc.

(AquaHot)
537 Sandy Creek Dr.
Brandon, FL 33511

E-mail: plaancy2001@yahoo.com
Contact: Paul Lancy 813-770-7590
Service: Paul Lancy 813-770-7590
Services: **1** *(AquaHot)*

Have You Paid Your \$12 Dues for 2016?

The membership dues for 2016 are due January 1, 2016. Please send a check for \$15 for annual dues along with a copy of the Membership Form on p. 20 if the dues are not paid.

Check the renewal box at the top and follow the instructions on the Form.

Send your check and Membership / Renewal Form to:

HRRVC Ramblin' Pushers
413 Walnut Street #5294
Green Cove Springs, FL 32043-3443

Want to Read The Newsletter In Beautiful Color?

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Web Site:

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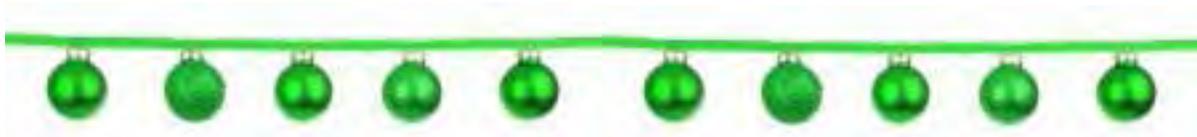
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Ramblin' Pushers

413 Walnut Street #5294

Green Cove Springs, FL 32043 - 3443



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- * Alliance Coach, FL
- * Alliance Coach, GA
- * Apalachee RV Center, GA
- * Day Brothers Auto & RV Sales, LLC
- * General RV FL
- * Giant RV of Montclair, CA
- * Giant RV of Marietta, CA
- * Mellott Brothers, Inc., PA
- * Motor Home Specialist, TX
- * Paul Evert's RV Country-Fresno, CA
- * Paul Evert's RV Country-Coberg, OR
- * Paul Evert's RV Country-Indio, CA
- * Paul Evert's RV Country-Fife, WA
- * PGA Auto, RV, Boat Collision, MI
- * RV World of Lakeland, FL
- * RV World of Nokomis, FL
- * The R.V. Shop, Inc., LA
- * Sicard RV, Ontario, Canada
- * Veurinks RV Center, MI

2015 Service Sponsor Members 30 - 31

- * Coach Supply Direct, MI
- * Cummins Crosspoint LLC, IN
- * Cummins Onan of Elkhart, IN
- * Custom Coach Connection, TX
- * Eagle's Pride RV, Inc., FL
- * Elkhart Sales & Service, Inc., IN
- Glen's Tire Inc., IN
- * Hydronic Heating Specialists, IN
- * Lee Smith, Inc., TN
- * Lloyd DeGerald Services, AR
- * Master Tech RV, IN
- M & M RV Electronics, OH
- * RV Decor, AZ
- * RV Systems, Inc., FL