

*24 Years of Ramblin' and Still Pushin'*

HRRVC

# RAMBLIN' PUSHERS



CHAPTER 419

Volume 24 Number 2  
June, July, August 2014



CORNER *Roger Stickley #106217*

PRESIDENT'S

Its official, the 2014 Maintenance Session (MS) is over, and I'm writing this while waiting for repair in central Missouri. We were making good time returning to Oklahoma when I started losing power and then got a dreaded "Stop Engine," "Check Engine" light. Of course it's now Sunday and to get a repair or someone to do a repair on Sunday is challenging at best, but enough about our troubles.

The 2014 MS was very successful and I believe attendees had a great learning experience. I hope you who attended agree. This year the Board of Directors made a change by inviting our Monaco, Beaver, and Safari diesel "Sister Ships" to attend the MS. I've received many positive comments from both those "Sister Ships" and from our members about their attendance. In the post-MS Chapter Board Meeting, we had an extensive discussion about this change, how the change was accepted by members, and how inviting Monaco motor homes might be continued. The Board also discussed other possibilities in addressing our MS attendance decline as well as our continued loss of members.



We reviewed the MS Evaluations to determine whether this year's change was favorably accepted by attendees. In fact, of the total respondents on this question on the evaluation we only had 9 of the 229 responses that stated they didn't want "Sister Ships" invited to future MSs. We had roughly 268 attendees at this year's Session and that was down from 283 at the 2013 MS. Of this number, 23 were "Sister Ships". In the post-Board Meeting, we decided to open future MSs to our "Sister Ships." I'll talk about this further in an article inside this Newsletter on page 6.

Additionally, the evaluations provided us with many opportunities to improve next year's MS. We, the Board of Directors, pledge to you to review every input we receive and try our best to make adjustments to the 2015 MS to address your suggestions.

While the 2015 Ambassador was not quite finished in time for the MS, George Coolidge worked diligently to get a drawing and floor plan for the newly created coach. You can see the drawing of the exterior of the coach and a completed floor plan along with more info on our parent company ARG on pages 23 to 25. Be sure to notice some new changes.

Also during the Business Meeting at the MS, I was honored to be re-elected as your President. I commit to every member to continue to try and improve our Chapter and find a way to stop our membership decline. In reference to membership, we introduced a new "Hang Tag" we hope will allow all of us to reach more prospective members. You will find an article about this new Membership Initiative on page 4 of this Newsletter.

## Inside from the President

- 1) [State of the Chapter, p 5](#)
- 2) [What Can YOU do To Attract New Members? p 4](#)
- 3) ["Sister Ships" Now Part of Future MS, p.6](#)
- 4) [What Can Members Do to Build Our Numbers? p. 6](#)

I close this letter with a "Special Thank You" to all MS Team members and volunteers. Without your help, this event wouldn't be possible. I know your time working the various activities impacts your ability to attend many of the Seminars. So, I really can't thank you enough for your hard work!!!

One last thing – load up that HR diesel motor home and start enjoying your travels throughout this wonderful country inviting your new HR friends to learn more about Chapter 419 and safe travels to you all!

*Roger D. Stickley*  
Chapter President

[Chap419.President@gmail.com](mailto:Chap419.President@gmail.com)

# NEWSLETTER DETAILS AND CONTACTS

## RAMBLIN' PUSHERS CHAPTER 419 NEWSLETTER

2<sup>nd</sup> Quarter – June, July, August 2014  
Volume 24, Number 2

Publisher & Editor - Betsy Brock  
[HR86187@aol.com](mailto:HR86187@aol.com)



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### Purpose

The Ramblin' Pushers Chapter 419 Newsletter is published quarterly, to help fulfill the:

#### Chapter 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.

Published Quarterly by the Ramblin' Pushers Chapter 419  
March, June, September, December  
Printed and mailed by Kirksey Sprint Printing, Beaumont, TX

*The Ramblin' Pushers Chapter 419 is a  
Special Interest Chapter of the  
Holiday Rambler Recreational Vehicle Club (HRRVC).*

*This newsletter is a little late so we could give  
you the latest information from the 2014 MS.*

## Help Needed - Can You Help With the Newsletter?

<b>WHAT:</b>	A member to learn the newsletter process as a backup person and help with the current newsletter.
<b>WHO:</b>	A Chapter 419 member skilled in English and accurate grammatical writing, comfortable and skilled with and enjoys working with computers and word processing, an eye for balance and design, willing to learn how the Chapter 419 newsletter is put together and published and help with the process
<b>WHEN:</b>	ASAP
<b>HOW:</b>	To meet with current editor to learn the computer software and newsletter process TBA, contact editor
<b>REWARDS:</b>	Knowing you are helping the entire membership keep current with the Maintenance Session, state of the Chapter, and how to maintain our coaches, keeping your skills current, using your great skills on a regular basis

# RECAP OF 2014 MAINTENANCE SESSION (MS)

## Recap from the 2014 MS Coordinator

I am happy to report the success of the 2014 MS. If you were unable to attend, please, start making plans to come to the 2015 event May 1-6, 2015. This year was a historic event as we had 245 coaches attending including 23 "Sister Ships" of Monaco, Beaver or Safari owners. The response from our membership and the "Sister Ship" owners was very positive.

During the 6 day event, we scheduled 105 technical seminars this year, 28 craft classes or seminars of interest to ladies, 4 off site Amish Dinners and a tour of the Allied Recreation Group manufacturing facility in Decatur, IN.

Many thanks go to the volunteers that made this a successful Maintenance Session. To ensure I mention every team that made this event so great, I'm including the organization listing for this year's MS on the next page so you can personally thank these tireless volunteers.

These folks along with the many volunteers in each of the main areas worked continuously to make this a MS to remember. Thanks also to **Paul Englund**, Treasurer; **Dee Stickley**, Database Manager; **John Miller**, Membership Chairman; and **Roger Stickley**, President; for their unstinting efforts to support the Event.



*John and Paulette Jones*

**Volunteers,  
Thank You,  
Thank You,  
THANK YOU!!!**

The outstanding volunteers are what make the Maintenance Session successful year after year. Out of approximately 490 individual registrants, there were 258 volunteers, several of those for more than one job. When more than half of the attendees volunteer, it's easy to see the majority realize there are many benefits to pitching in. In fact, several of our First Timers recognized that volunteering was a great choice and stepped forward to join the ranks of our more seasoned attendees to make this a great event.

Again, many thanks to those whose volunteer efforts made 2014 a MS to remember.

*Paulette Jones, Volunteer Chair*

*John Jones, Chapter 419 Vice President,*

### Statistics from the 2014 MS

# Coaches Present	245	
# Sister Ships	23	
Total Coaches Present	268	
# Ch. 419 Dealer Sponsors	3	
# Ch 419 Service Sponsors	3	
Coached Propane Sniffed	29	
Propane Leaks Found	7	4 minor, 3 major
# Coaches Weighed	92	
# Volunteers	243	
# Vendors	41	55 booths
# Off site dinners	4	
Manufacturing Tour	1	
Technical Seminars	114	
Craft Seminars	17	

# MEMBERSHIP LOSSES

## 419 & HRRVC Membership Losses 2008 to 2014

419 = loss of 119 members 15%

HRRVC = loss of 4405 members 65%

419 = 26% of HRRVC members

### What Can You Do to Attract New “Ramblin’ Pushers” Members?

### Hang Tags with Information About Chapter 419

This was the question asked during the “State of The Chapter” presentation during the MS in May of this year. (*A synopsis of this presentation is on page 5 of this Newsletter*). There are several things we can do to help improve our numbers as spelled out in this presentation but one of the newest and most direct is the distribution of the “Door Tag” (*see sample right*) attached to an envelope with a sheet that explains the benefits of belonging to the “Ramblin’ Pushers” along with a membership application for new “Holiday Rambler” diesel motor home owners to fill out and mail in.

The “Door Tag” along with the enclosed information can then be passed along to Holiday Rambler diesel owners who aren’t currently members as we meet them in our travels. Also, if you’re in a campground and never have the opportunity to make contact with the owners, you can simply leave this colorful door tag with information pages hanging on their motor home door handle.

We should all take the opportunity to reach out to meet new Holiday Rambler diesel motor home owners as we travel; and this “Door Tag” will help us break the ice with owners as we encounter and give us a chance to make new friends.

I urge anyone who would like to have a supply of these door tags to carry with them in their travels, to contact me; and I’ll send you a package of ten. If you’ve already picked up your initial supply at the 2015 MS but have already exhausted your supply, please contact me and I’ll send you another ten!

To get your packet of ten of these door tags just send me an email at: [chap419.president@gmail.com](mailto:chap419.president@gmail.com) or call me at:

**1-866-208-7411.**

**Roger Stickley,  
Ramblin’ Pushers Chapter 419 President**

**Ramblin’ Pushers**  
*Wants you to know we are all about Maintaining and Enjoying your Holiday Rambler Diesel Motor Home*

*Read the information attached for more details and*  
—Visit us on the Web—  
[www.ramblinpushers.org](http://www.ramblinpushers.org)  
—Or Call—  
1-866-208-7411



## State of the Chapter

**Roger Stickley — President, Ramblin' Pushers**

**May 5, 2014**

The Ramblin' Pushers Chapter 419 is a Special Interest Chapter of the Holiday Rambler Recreational Vehicle Club (HRRVC) chartered in the state of Florida. In other words, we are a club chapter in HRRVC. President Roger Stickley gave this presentation at the General Membership Meeting, May 5, 2014, at the 2014 MS. This information is repeated for those unable to attend.

The number of Ramblin' Pushers members drives the wide variety of offerings at each MS which is the only event our group puts on each year. More members equals more offerings and services. The MS and Ramblin' Pushers are all volunteer groups with no member being paid.

**Loss of Membership Statics** - See the graphic on the previous page, 4.

### More Numbers and Their Impact

- This year we had roughly 265 member / sister ship coaches present.
- If the Ramblin' Pushers maintains its current share of HRRVC members then we decline to **339 MEMBERS in 2019**.
- Statistically **37% of our members** attend the yearly MS.
- This will equate to **125 members** attending the 2019 MS.
  - We wouldn't be capable of maintaining the current MS standards.
  - Probably would dry up Vendor support.
  - Probably dramatically impact manufacturing and Seminar support
  - May not be capable of maintaining our current arrangement with the Fairgrounds
  - Would likely result in dramatic escalation in cost for the MS to our members

### Your Board has Taken the Following Actions to Address These Losses

- 1) Opened the 2014 MS to Sister Ships to help maintain the MS numbers  
The expected greater numbers of Sister Ships was not realized because of a FMCA area Rally occurring during the same period as the MS..
- 2) Specifically we asked the HRRVC Board to consider the following changes in the box on the next page.
- 3) To try to stop the loss of members the Board contacted each member who did not renew their 2014 membership  
(See box on page 6.)  
One hundred and three (103) members were called and didn't renew for 2014:
  - Twenty-seven (27) are selling rig or have purchased another brand.
  - Twenty-four (24) could not be reached.
  - Great News!!! 23 renewed membership as a result of our calls.
  - Fourteen (14) have dropped their membership because of health or deaths.
  - Eleven (11) cited requirement to belong to HRRVC as reason for not renewing.
- 4) Between last year's calls and this year's we've lost 24 members because of these reasons:
  - Two were displeased with Ramblin' Pushers.
  - One stated we were a unfriendly and stuck up group.
  - One would not disclose his/her displeasure.
  - Two had other reasons:
    - One stated they had a bad accident with their rig and were evaluating continuing to own a diesel pusher .
    - One had a bad experience with a Service provider.
- 5) Developed specific a **Door Hang Tag** to try and get the word out to HR diesel motor home owners who don't currently belong to the Ramblin' Pushers. (see more in box on previous page 4)

**See What You Can Do, pages 4 and 6**

## “Sister Ships”- Now a Part of Future Maintenance Sessions

During our post MS Board meeting, the Chapter Board of Directors had extensive discussions, review of the 2014 MS and our invitation to “Sister Ships” (all - Monaco, Beaver, and Safari Diesel Motorhomes) to this year’s MS. The discussion/ review specifically included both input on the MS Evaluation from the “Sister Ships” and input from our Chapter members attending this year’s MS.

What these evaluations showed was that to the question would you like to see “Sister Ships” invited to future MSs, of the 229 respondents there were 220 responding “Yes” and 9 responding “No.” This specifically indicates that 96.07% of respondents are in favor of continuing to invite Sister Ships. Add to these statics the fact that 20 of the 20 respondents ( or 100%) who were “Sister Ships” stated they would like to be included in future MSs.

As you’ll see in the article in this Newsletter about the “State of the Chapter,” (p. 5) we are headed for some very rough “water” in membership numbers and MS attendance if the current membership decline trends play out and there are no changes in our parent Club “HRRVC” to abate these losses. In fact, as the membership declines so will attendance at our MS events. In addition, if we don’t take specific actions to ensure our MS attendance numbers stay at or near our recent attendance levels, our ability to maintain the high MS standards we’ve all enjoyed at these annual events will be jeopardized.

After lengthy and detailed discussion, the Board specifically decided that future MSs would be open to all Holiday Rambler, Monaco, Beaver, and Safari diesel motor homes. In fact, we also had some discussion that at some point in the future we may have to open the MS to all Allied Recreational Group (ARG) diesel motor homes.

Where at this time we can’t specifically accept these “Sister Ships” as members, it is most assuredly something that our parent HRRVC organization should consider. With the loss of the towable production, the only source for new members will soon have to come from Holiday Rambler motor home production by ARG. Based on this fact one could easily theorize that the current decline in numbers would not stop the dramatic reduction in total HRRVC membership and the decline in Chapter 419 membership.

Your Ramblin’ Pushers Board of Directors unanimously agreed that although these changes weren’t something we wanted to do they were certainly something that needed to be done to ensure survival of our organization and our annual MS. We urge all members to embrace this change and understand it was done to protect the future of the organization and our Mission.

**Roger Stickley**  
**President, Ramblin’ Pushers**

## What Ramblin’ Pushers Members Can Do To Help Build Our Numbers

Help get Hang Tags out to HR Diesel owner you encounter in your travels – help them become aware of Chapter 419.

Talk Up Ramblin Pushers to fellow HR travelers who aren’t currently members and ask them to attend our yearly MS even if they don’t join!!!

Push hard on your HRRVC State Managers and Regional Directors for the changes we suggested

1. **Dues reduction from the current \$50,**
2. **Adding a National Board of Directors position for Special Interest Chapters,**
3. **Stop all compensation for HRRVC Board,**
4. **Restructure the Ramblings magazine to offer more useful information,**
5. **Change point system for holding state and national positions**



Tour to Amish Dinner with delicious home style food.

# RECAP OF 2014 MAINTENANCE SESSION (MS)

## Special Thanks to the 2014 MS Coordinators & 243 Volunteers

Special thanks are in order for the members who stepped up to volunteer to be in charge of a committee AND make sure there were volunteers to handle the work, supplies and materials available for the job, and to be sure the tasks for that job were completed. These are the folks who ensure that all runs well. Didn't they do a good job? If you happen to know them or meet them down the road, please give them an extra "thanks" from all of us.

And, an EXTRA Special Thanks to the 243 volunteers who worked with these members to make it all happen.

### Member Events

Bingo	Lynn Yeargain
Book, Puzzle, CD Exchange	Marg Hawkins
RV Related Flea Market and Off Site Dinners/Theater	Darlene Gerstenslager

### Commercial Activity

Coach Display	Dempsey Brooks
Allied Recreation Group (ARG) Interface	George Coolidge and James West
Service Providers	Dempsey Brooks
Vendors	Bill Farmer
Vendor Assistant	Ed Lee

### MS Other

Chaplain	Larry Hawkins
Color Guard	Stan Guiles
Master of Ceremonies	Ray Blush
Photography	Dale Barstow
Photography Assistant	Mitch Butler
Volunteers	Paulette Jones

### Building & Grounds Co Coordination

Building & Grounds Assistant	Dennis Wacker
Audio/Visual	Hugh Skidmore
Coach Weighing	Jerry Davis
Propane Check	Jim Pease
Propane Check Assistant	Larry Black
Engineering (Includes Propane Delivery, Septic Service, Signage)	Paul Miller
Engineering Assistant	Frank Cornwell
First Aid	Mitch Butler
First Aid Assistant	Linda Blush

Golf Carts
Info-Trans
Info-Trans Assistant
Parking
Parking Assistant

### MS Administrative Activities Co Coordinator

Evaluations
Goodie Bags
Greetings
Greeting Assistant
MS Office
Registration

### Food Services Co Coordinator

Closing Dinner
Dealer Social
Hospitality
Outside Food Vendor

### Educational Program Co Coordinator

Ladies Activities
Mentoring
Allied Recreation Group (ARG) Mfg Tours
MS Program
Printer Interface
Seminar Hosts
Round Tables
Seminars/Schedules

Dean Yoesting
Tim Gallagher
Jim Isett
Matt Libby
Tom Knight
Cheryl Davis

Cheryl Kiser
Judi Libby
Terri Gallagher
Anita Francis
Deb Isett
Marg Hawkins

Lynn Yeargain
Local Caterer
Lynn Yeargain
Kitchen Gourmet Chefs
Harvey Payne

Jim Grossman
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Shirley Crow
Robert Kiser
George Coolidge / Jim West
Paulette Jones
Paulette Jones
Jerry Gerner
Larry Laursen
James West

**Do You Know? The Ramblin' Pushers Chapter 419 is an ALL Volunteer Organization, no one gets paid.**

# RECAP OF 2014 MAINTENANCE SESSION (MS)

## 2014 MS Audio/Visual Committee

The **Audio / Visual Committee** is another excellent example of how effective Chapter 419 is at putting at our new members to work! My primary backup was **John Peterson**, a first timer. His travel buddy, **Carmin Gizzi**, was at our Session for his 2<sup>nd</sup> year and deeply involved with both Parking and alternate backup A / V. When we involve members early, we develop the volunteer framework that has been a trademark to the growing success with our Annual MS!

The Committee set up and maintained active microphones and projectors for computer presentations in each seminar location across the Fairgrounds. Since education is Chapter 419s primary mission, The A/V Committee is a vital tool to seamless, effective presentations.

Chapter 419 owns very adequate equipment to cover our Session needs, compliments to those who preceded us and generous donations, and this year we experienced relatively few malfunctions. When we did have a problem, a call from the seminar host would have us on site in minutes to resolve the problem.

Uniquely this year, we had four projector sites set up for our closing session dinner in the E-CCC made possible thanks to the expertise of John Jones and Dale Barstow. Dale took all the photos during the MS forgoing his attendance at the sessions and John worked with Dale on the presentation.

We are looking forward to continuing improvement of A/V presentations in the 2015 MS..

*Hugh Skidmore,  
2014 MS A / V Chair*

## Did You Know?

### 2014 MS

**99.96% of Attendees at the 2014 MS would like to see "Sister Ships" invited to the 2015 MS.**

**100% of the "Sister Ships" want to be invited to the 2015 MS.**

**Non-members volunteered at the 2014 MS.**

**Chapter 419 is 26% of the HRRVC membership.**

**604 Work Order Tickets**

**10 coaches sold**

## TCM Diagnostic Code

I have a check transmission light on and the tcm diag display gives the following code, "SPN 3359 FMI 31". I am unable to find any information in the manual on this code or where to find information on the code.

Larry, '13 Endeavor 43 PKQ Maxx-Force 10

Start here:

<http://www.allisontransmission.com/parts-service/tools-diagnostics>

I have called a local Detroit shop on the '05 (several years back) on a code and warning coming from my Gateway system. They were very helpful, but in my travels they vary. Clark equipment in the Midwest are awesome, Fort Wayne (*where Monaco Elkhart sent all related problems*) is excellent! Steward Stevens in the South West... not so much. Mine only involved a software load. LD, '01 END '05 EXEC

## M & M Electronics Contact

I attended a seminar that was presented by a father and son team from M & M Electronics on the Magnum inverter electrical system. They were very informative and did an excellent presentation. At the time I didn't have any problems, but have now developed some. I am getting a fault message on my Magnum display that reads "max run-time" and the red light is flashing. The AGS fault is causing my genset to start when it shouldn't. I have all the parameters set properly, so am not sure what is causing the problem. If anyone has any input, or could give me the contact info for M&M electronics, I would certainly appreciate it, as I'm sure they could be some help. Once again, thank you for a great rally, and any information you can send me. Dave, '12 Ambassador

**M&M Electronics, Mark, cell 419-203-2827**

Les

## Do You Know?

**Dempsey and Sarah Brooks #85414** have been continuous members of Chapter 419 since 1995, longer than any other current member.





# RECAP OF 2014 MAINTENANCE SESSION (MS)

The 2014 MS has come and gone. The weather at times was BRISK to say the least. As chairperson of the Coach Weigh and Propane check teams, I first want to thank all the volunteers who worked the stations this year. Your volunteer time and efforts were noted by attendees and the officers of the club. I send you a public -"Thank you" for all your efforts, well done!

To implement the mission of the club, we strive to educate owners on responsible practices and give them the tools to make proper decisions. Both of these activities are important in us achieving our goals. Foremost your safety is a primary concern.

During the 2014 MS, our team weighed 92 coaches. Efforts were made to assist owners with tag axle pressure adjustment as time and space permitted. For these efforts, donations exceeded \$1800.00. The monies will be utilized for the maintenance of the scales and purchases of additional cables (Spares). Additionally, a seminar was held to help owners with completion and an understanding of the needed inflation pressures for their tires and to ensure units were in compliance with Gross Weight Ratings for their respective units.

Propane Checks were headed by Jim Pease during the Session. Utilization of the propane sniffer for 39 units checked found 3 major propane leaks and 4 minor leaks. Based on these findings, service providers were needed to correct and rechecks provided.

## 2014 MS Coach Weighing / Propane Checks Jerry Davis, Chairman



### Changes for 2015

- Coach Weighing location will be moved away from front entrance area. (Unevenness of parking area can affect weigh distribution of the coach) You will be advised and led to the proper area by parking personnel prior to site location upon entrance. We will continue to offer exit weighing for next year. This was a very popular decision and utilized by many before their trip home.
- One additional propane check device has been approved by the Board for purchase. This will allow us to cover more coaches and provide a valuable safety check for owners. Internal goal next year should be to cover at least 75 coaches.
- Propane checks will have a scheduled time sign up sheet for next year. To better utilize your time and ours, each requester will sign for a given time slot. You will be responsible for being at your coach at the designated time. This will reduce the time needed to track down owners from seminars and off site visits.
- Propane checks will be started earlier, due to the need to have service providers make needed repairs. Checks made late in this year's MS with propane findings, owners had a more difficult time getting

## Dealer Sponsors and Service Sponsors at the 2014 MS

The 2014 MS was certainly a challenge for our Sales Sponsors this year with little to no new motor homes being produced. Once again they came through by bringing their inventory to the MS for attendees to review and purchase. We had three of Dealer Sponsors attending the MS who contributed not only with available units, but helped with morning hospitality, entertainment at the sales area, and answered questions from our attendees regarding Holiday Rambler. The following Sponsors were present:

### Dealer Sponsors

- *Veurink's - Grand Rapids, MI*
- *Paul Evert R.V. Country - CA & OR*
- *Day Brothers - KY*

### Service Sponsors

- *Cummins Crosspoint LLC, Fort Wayne, IN*
- *Elkhart Sales & Service, Elkhart, IN*
- *Elkhart Service & Collision, Elkhart, IN*
- *Master Tech, Elkhart, IN*

Several of our Service Sponsors, attended the Session with booths and/or tables for write-ups and information. During the MS the Service Sponsors wrote 604 work order tickets. Needless to say, they were busy, but still took time to present seminars with their wide knowledge of our units and systems.

All our Sponsors are important to the high caliber of our Mission Statement, and without these Sponsor participations our M.S. would not be the great success it has been over the many years. We need to thank these dealers and service sponsors for their continued support for our Maintenance Sessions, and visit their locations when in their areas. We look forward to an even larger MS for 2015, and to continued participation by our Holiday Rambler Sales and Service Sponsors from across the country.



*Dempsey Brooks #85414,*

# RECAP OF 2014 MAINTENANCE SESSION (MS)

## 2014 MS - Seminars and Scheduling

The 2014 MS hosted more than twice the number of vendors as in 2013. We learned from 2013 that the vendors like to present their sessions early in the MS.

With a fixed number of rooms, we worked hard to make an effort to get as many vendor sessions as possible scheduled early. Thanks to **Shirley Crow**, Women's Program Coordinator, we were able to make a room change that freed up eight additional seminar rooms in ECCC.

**Janet Sadlack's** always popular Microwave and Convection Cooking seminar was moved to the Ag Building. She had plenty of time both before and after her sessions to set up her great products. I still have, and use, the boiled egg maker I purchased at her 2011 session.

The added influx of vendors and changes in dealers kept **Bill Farmer**, Vendors Coordinator, and **Dempsey Brooks**, Dealer Coordinator busy from January to the beginning of the MS. Changes in the vendor requests directly impacted seminars, so close communication was essential and occurred regularly throughout the process.

**Larry Laursen**, Past President and eForum Co-moderator, returned to coordinate the Roundtables and get our "Sister Ships" in the right locations. He also held seminars on GPS and co-presented a session on how to use the eForum with **Ed Shaw**, eForum Co-Moderator. Now I can get to the 419 eForum home page! **Jerry Gerner** came in the process a little later but did a professional job arranging the presenter/hosts for the maintenance seminars and working with the Mentoring Program. The Mentoring Program paired attendees with coach questions with attendees who could answer their questions.

**Paulette Jones**, Volunteer Coordinator and Program and Printing Coordinator, took our schedule and completed a masterful program and the slick one page "take away program." Thanks to her excellent skills with spreadsheets we were able to make changes quickly and efficiently, get changes announced and have them posted on each seminar door daily. Most attendees never knew she was working constantly.

**Dee Stickley**, Database Manager, toiled endlessly making sure all member information was correct and adding all our new members to the Chapter database during the MS. In addition, she fielded and answered many questions with answers from the database.

*Jim West, Chapter 419 Director*

## Corian Counters

[www.countertops.dupont.com](http://www.countertops.dupont.com)

- 1) Wash with soapy water, rinse, & wipe completely dry
- 2) Corian is heat resistant, BUT do NOT place hot pots or pans directly on the **countertop**.



## Regular Safety Checks BEFORE we embark on a trip, namely –

- 1) **Daily** - do a walk around and check coolant levels, belt condition, transmission fluid, tire pressure and condition, etc.
- 2) **Weekly** – take a general overall look over the entire coach, checking for any fluid leaks or abnormalities in the exterior.
- 3) **Monthly** – Drain both air tanks, check hydraulic fluid, operation of entry steps (Lippert – do not use grease on moving parts).
- 4) **Quarterly** – Air filter restriction gauge, leveling jacks (keep the cylinders clean), check power steering fluid.
- 5) **Annually** – Clean battery terminals and add grease to cable connections, lube u-joints and driveshaft spline. Dempsey handed out folders containing the lubrication guide for our units.



# RECAP OF 2014 MAINTENANCE SESSION (MS)

*Dempsey Brooks, moderator, began by announcing that J. D. Adams will not be with us due to an injury. He then began the Round Table session by reviewing Regular Safety Checks to do BEFORE we leave on a trip. (See p. 10)*

## MS Navigator Round Table Notes

### Roundtable Questions

- **What is the correct pressure to carry in the tag axle on a '02 Dynasty?** The coach must be weighed by scaling each wheel. After the weighing is done it will be possible then to know how much weight to add to or take away from the tag axle and distribute it more evenly to the drive axle and front axle.
- **An '09 Dynasty has a clicking and clacking sound** that coming from the center of the coach when leveled and parked. This is a normal function of the automatic air leveling system and most of the coaches are set to do the adjustment every 30 minutes.
- **How do you start the gen set with the Automatic Generator Start when the coach batteries are at 12.2 volts or lower.** Suggestions made were since the cable is so long from the battery compartment to the gen set, be sure the battery cable connection is tight and there is no corrosion present, or you can install another battery to just start the gen set. Another suggestion was to set the monitor for AGM -2
- **One member needed assistance on who to help them get their towed vehicle wired correctly** so the battery does not go dead when they are traveling. It was suggested to contact M & M Electronics as they understand this problem and they are very good.
- **A '12 Dynasty – member needs assistance in understanding how to use his TV** to receive local channels, use of the DVD player and the operation of the exterior TV. Referred to M & M.
- **Why does the waste water from the Maytag stack washer comes up the shower drain?** After some discussion it was suggested to check the vent pipe for a blockage.
- **Having problems getting some of their MCD shades to go back up** and it was stated they should contact MCD for technical support and guidance as it appears there may be a broken spring.
- **Both front fenders are cracked** as if the wheel was turned and the coach was moved before it was aired up. The issue here should not be a problem with the shock absorbers since his coach is a 2012.
- **How do you change the light bulbs?** Suggestions were to turn the plastic trim ring carefully, counter clockwise maybe using

a no slip type of pad to turn the disc or gently prying off the trim ring/lens; depending on which fixture you have.

- **Can only fill the fresh water tank by the gravity fill point** – there must be a problem with the valve not opening and this is something M & M could check out for him.
- **The black tank reads the level incorrectly**, which is a normal issue with tank sensors.
- **Little water pressure using the water pump** and it was suggested he check his filters and the screen on the water pump for blockages.
- **The refrigerator by Frigidaire as it has a message "Change Air Filter"**. Where is that filter? Bob stated he will show him how to take care of that.
- **Where could he get another key fob?** Roger suggested he contact TriMark for a replacement.
- **Having problems with the wipers not seeming to have enough pressure** to wipe the window clear. A suggestion was to look at the extra helper springs, change the position of the wiper arm or change the blades to 28".
- **Intermittent problems with the Smart Wheel** and it was again suggested to contact M & M.
- **The air suspension is losing air on the right side**, front and rear; it was discussed there may be an air leak in the bags themselves or at the ride height valves.
- **Trying to find a cover for the whole house fan**. Roger suggested he research the e-Group to check the parts list. The cover is no longer available and he will have to make his own, that is very easy to do with either plexiglass or cloth.

**We all need to keep an eye on the Aqua-Hot exhaust pipe. It will rust and break off** causing possible serious damage. It was also mentioned to be sure to keep the Aqua-Hot system serviced and exercised; this is very important. Watch the operation, if it is smoking, there is a problem. Roger Berke is the spokesperson on the Aqua-Hot Forum and there is an abundance of help found there. The website address is:

[www.rvhydronicheaterrepair.com](http://www.rvhydronicheaterrepair.com)



# RECAP OF 2014 MAINTENANCE SESSION (MS)

## Fuel Economy 101 – 2014 419 MS

In case you missed the subject seminar at the MS, here is a quick summary of the major points affecting the fuel economy on your motor home. The detailed slides from the seminar are included in the files section of the web site.

Newton's first and second laws give you a handle on motion and the force required to change the motion of an object like your motor home.

### Newton's First and Second Laws

1. **If the object is at rest, it tends to stay at rest unless you apply a force.**
2. **Likewise, if a body is in motion it tends to stay in motion unless a force acts on it to slow it down.**

The simple formula for these forces is  $F = ma$ , or the force (F) required to move an object is directly related to the mass of the object (m) and the acceleration (a) you want to achieve. How does this relate to fuel economy of your coach? Simply, our coaches have substantial mass, and if you want to accelerate or maintain the motion of all that mass, then it takes substantial force. The force to do this is produced by the engine, the engine burns fuel, hence the desire to limit how much fuel gets burned in any situation (improve fuel economy).

In the simplest of terms, you burn fuel to make horsepower to overcome all of the forces that are working to prevent your RV from moving, or once moving, all of the forces that try to slow down the RV.

**The power required to maintain a given road speed depends on the sum of:**

**tire rolling resistance, aerodynamic drag,  
grade resistance (up a hill rather than down),  
and engine accessory and drive train losses.**

### Rolling Resistance

Below 50 MPH tire rolling resistance is the single biggest factor affecting fuel economy. So, when we tell you it is important to know the weight of your vehicle and to inflate your tires to the proper pressure based on those weights, it is not just for ride quality and tire life. Proper inflation pressures will also reduce rolling resistance and therefore improve fuel economy. A tire inflated 10 PSI under the proper pressure will cause about a 1% penalty in fuel economy.

### Aerodynamic Drag

Above 50 MPH aerodynamic drag is the single biggest contributor to fuel economy. Aerodynamic is not usually a term we think of when we look at the shape of our coaches. The "shape" of our vehicle though is exactly what makes the aero drag such an important factor. When you hold your cupped hand out the window of your car, you can feel the force of the wind on your hand. Now multiply that force from the size of your hand to the size of the front of your coach and you begin to get the impact of aero drag on the coach. Mathematically the drag force increases with the square of the vehicle velocity.

- The difference between 60 and 70 MPH is a 17% increase in speed (10 MPH), but is a 36% increase in aerodynamic drag (60 squared compared to 70 squared).
- Above 55 MPH, each mph increase in speed decreases fuel economy by roughly 0.1 mpg.

These two items may be the biggest contributors to fuel economy but there are plenty of other factors that also impact fuel economy to a lesser degree.

**Things like the use of cruise control, road and weather condition impacts,  
driving "style", and the proper way to track your fuel economy.**

Peruse the presentation to find out more about those other factors and what you as the driver can do to impact your mileage. Suffice it to say that these things are not very aerodynamic, they are very heavy, and if you drive them very fast, it will take substantial amounts of fuel. The best plan is to know your vehicle weights, inflate tires to proper pressures, drive with cruise control and ECON mode as much as possible, and SLOW DOWN!!!

*Tom Youngs 106803*

# RECAP OF 2014 MAINTENANCE SESSION (MS)

## 2014 MS Mentoring Experience

I have heard my mother describing my childhood interests to others, and it goes something like this "if it has wheels and especially if it makes noise" he loves it. I wore out two bicycles during elementary school. I started driving with my best friend at age 14. His sister had a really cool little sports car which we drove around the neighborhood. We were very careful because we knew if we got caught we would be in big trouble, and we never got caught.

I enjoyed **Matt Veurinks'** comments at the morning hospitality when he described his volunteer experience working with juvenile delinquents and that we are just a bunch of senior delinquents, while displaying all the parts that constantly break on our rigs. Fifty years later I am driving a turbocharged Volvo sport sedan and for even more fun a Cummins turbocharged HR diesel motor home that makes much more noise! Life is good! Thanks, Matt for the breakfast and comments.

Last year we were the only Vacationer in attendance at the MS. So, this year had a real treat when I noticed an '08 Vacationer XL parked in the Northwest campground. Each time I drove by, the owners were not there. Then another Vacationer arrived, an '06 that was parked by the railroad tracks, same thing no owners around. The only other lone HR coach is **Bob Hamilton's** Trip. ARG please take note when you revive the Safari Trek, Bob will be the first owner.

Since this is my 4<sup>th</sup> year attending the MS I decided to try a new experience and signed up for mentoring.

**Robert Kiser** chaired the activity and requested that all those interested attend a mentoring meeting. Robert handed out a one page description of the process and did a good job briefly explaining how he would like to see it work. At that point he had received one request. He said he would contact us when he received additional mentor requests and would attempt to match us as closely as possible by our coach model.

I ran into Robert at the Dealer Social and he handed me a Mentoring Request for the '08 Vacationer XL. I immediately called and found out the owners were a few hundred feet from me in the food line, so I sought out **Doug and Sandy Lindhout** from Michigan. Also, in the true spirit of the #419 group, they had jumped right into volunteering by assisting



with serving breakfast the next day. They turned out to be as passionate about RVing as my Co-Pilot, Ann, and I are; so it was a fun and rewarding experience to go over to their coach the next day.

Doug and I did the usual guy thing of trading experiences, including the many challenges of keeping our Vacationers mechanically sound. He was planning to add a two speed Horton fan by Cummins to improve his fuel economy and to reduce engine noise. Needless to say, as mentioned earlier, I prefer noise myself! Co-Pilots, Ann and Sandy, had a great time trading stories, experiences and the fact that Sandy plays the mandolin and makes candles, especially out of beeswax from their beehives. Doug plays the guitar and, with Sandy, they are in a Bluegrass band.

On Monday, we had dinner together at Lux Café, a frequent haunt of the veteran #419 members. Also, Bill Larson and his wife, Mona Lee, joined us. We'd met them in Tampa in February and encouraged them to come to the MS. Much to our surprise, Bill had opened up his wallet and traded his recently-purchased '02 Endeavor for the '05 Imperial that was on display in the vendor area. They were pretty excited about their new find.



On Tuesday, Sandy and Doug visited Ann and I at our Vacationer to once again trade information and to see the similarities and differences since our respective floor plans had some interesting variations. We had dinner and headed over to the Allied Recreation Group (ARG) Manufacturing Meeting to hear the latest news about our new parent company's immediate plans. Also, we indulged in some tasty ice cream before calling it a night.

We met again for the final dinner and later we all said our goodbyes and how we looked forward to getting together again in the future at the 2015 MS or even before then. Ann and I were pleased to have had the chance to meet such a talented, intelligent and interesting couple as part of the mentoring experience. Mentoring helped Ann and I meet more new folks we might not have otherwise met.



*Jim West, # 117173,  
Chapter 419 Director*

# MAINTENANCE ISSUES

## Aqua - Hot AHE-04S Replacement/ Coolant Leak

My AH (Aqua-Hot) unit has developed a coolant leak. I have already troubleshot with both Lloyd Degerald & Roger Berke. It is a high probability of a boiler pin hole leak. The minimal total price of a total unit replacement (AHE-600-D01) of approximately \$8000 for the unit & \$3000 for labor & \$1000 in diesel fuel to drive to Arkansas & back has forced me to consider alternative vendors. I have not sure I want to deal with AH anymore when you can not get just a boiler tank replacement. In my opinion, they do not support their customers when they have a bad design. I understand that the AHE-600-D01 is a better unit but I am disgusted with their customer support.

I have just started my research yesterday and have found a Quantum DEH65 from Rixen's Enterprises as a possible solution. The unit is \$8000 retail and I can probably install it myself in 1-2 days or they said it would take them 4 hours to install it at their shop. The price of their boiler tank is \$500 and they have a double wall design so you can use regular anti-freeze. The DEH65 is designed to be serviced by the owner.

This morning my research has led me to potentially a ESPAR MCS16 unit also. At this time, I do not know the price of the unit.

Dean, '06 Navigator

Over the years I have found there are different levels of AH service techs. Some 3 days of school, some been at it for years, some honest, others will give you a line of BS. I am like Art. I have never heard of a boiler failure. Based on liability, they are extremely over engineered to the same degree as a boiler in a boiler room that could fail and blow the building up. As art said, if your drain valve is plastic (which on an '06 it would be) it has a max life of around 7-8 years. It is "screw it out and screw in," a brass one, available at any hardware store. (Yes there is draining, capturing and re-filling the boiler also)

I am hopeful you need a \$5.00 part vs. a \$8000. retrofit. Maybe someone in your area can direct you to a reliable tech to give a hands on and eyes on it look first.  
LD, '01 END '05 EXEC

I would also like to add that Roger and Lloyd did their analysis over the phone based on my input and observations. The comment that usually the boiler is over engineered because of safety concerns rings true with me and that maybe it is not a pin hole in the boiler itself and is more probable in one of the fittings. I am camping right now but when I get home I will pull the AH cover and see if I can determine where the coolant leak is coming from. I admit I was so disgusted with the potential high cost of repair that I stopped considering that maybe it is not a pin hole in the boiler itself.

Dean, '06 Navigator

As LD stated, the plastic part usually fails in 7-8 years. As he stated you need to drain the system and capture the anti-freeze to re-fill the system. New anti-freeze for the Aqua-Hot runs about \$25 gallon and you need 8 gallons along with 8 gallons of distilled water to refill a unit. Cheaper to save up a bunch of gallon water

jugs and use them to drain the system.

The easiest method to remove the old plastic fitting is with a 7/16 allen wrench. This wrench will fit into the fitting and you can then turn it to remove the fitting. Most of these plastic fittings will break when you attempt to remove them. Without the 7/16 allen wrench you have to cut it out with a knife.

Art, '05 Imperial

Thanks for your responses. I replaced the plastic drain line with a brass drain line on 01/2014.

Dean, '06 Navigator

## Fixes and Solutions

Rob Morgan maintains a website detailing the fixes and modifications he has made to his 2007 Diplomat SFT. These links may help you with a problem since the Diplomat is so similar to the Endeavor. Many of the solutions may also help if your coach is a Vacationer, Ambassador, Scepter, Imperial, or Navigator. Thanks to Rob for maintaining a very useful website.

<http://robmorgan.net/Dip/Fixes.htm>

1. Sound System
2. Wiper problem
3. 2007 + Mid Chassis Battery Connectors
4. Low Water Pressure in Kitchen Faucet
5. Full Wall Slide (SFT) not closing Tightly on One End

Mods and Enhancements

<http://robmorgan.net/Dip/Mods.htm>

1. Cockpit Area Enhancements
2. Turn Signal Trigger Switch for Camera Display
3. Wilson Antenna / CradlePoint Broadband Wireless Router
4. Seat Upgrade
5. New Dash Radio
6. New Speakers
7. Power Enhancements
8. Residential Refrigerator
9. LED Lights Under Awning
10. Air Hose Storage
11. Sure Step
12. Key Pad Entry System
13. Grab Handle Light
14. Water Pump Switch in Bathroom

## Human Safety Factors and Your Motor HomeC



*Dean Yoesting*

### Human Safety Factors and Your Motor Home



- ✓ Remember to check your tire pressure every morning before you hit the road when the tires are cool.
- ✓ Be sure to use the handle bars when entering and exiting your coach
- ✓ Do you turn off your propane when you travel down the road in your coach?
- ✓ Have you replaced the batteries in your smoked detectors and tested you Carbon Monoxide and smoke detectors this month?
- ✓ Do you operate your headlights when you have your wipers operating during a rain fall? This is a good idea and is a law in many states.
- ✓ The roof is a dangerous place. In Decatur employees must wear a harness when on the roof. As we get older we should NOT use the ladder and we should stay off the roof.
- ✓ Shorter trips are the order of the day. Two hundred fifty to 300 miles should be the order of the day. Longer days should be the exception.
- ✓ Wind can be dangerous. Plan to stay at a campground an extra day if there are bad winds. Make smart decisions.
- ✓ When in the campground point the coach into the wind, head or tail if at all possible. Cross winds can be as dangerous on the road and in a campground.
- ✓ Know your emergency plan in case of a fire in the coach. Check the emergency windows and discuss where you will meet outside the coach. Have emergency provisions for all members in the coach, including medications
- ✓ When entering a campground find out about the tornado shelter. You never know when you must evacuate your coach for weather situations.
- ✓ If you have a pet, make plans to evacuate the pet with you. Have emergency provisions for the pet prepared.
- ✓ Do you know where all your fire extinguishers are located around the coach? Do you have them strategically placed around the coach and remember where they are in case of an emergency.
- ✓ Most fire extinguishers need to be gently shaken to mix up the ingredients on a monthly basis.
- ✓ Check your tow hitch often to be sure it is safe and all parts are secured to specs. Also be sure the car hitch is securely attached, as unibody construction of cars has had some problems with bolts loosening in the past.
- ✓ Make sure your toad is properly set when you are ready to pull out of the campground. I saw a coach drag their toad with brakes lock through the fairgrounds after the MS.

### Check When Arriving & Departing

- 1) *Check Tires*
- 2) *Use grab bars*
- 3) *Turn off propane*
- 4) *Replace detector batteries*
- 5) *Use headlights in rain*
- 6) *Stay off roof*
- 7) *Keep trips shorter*
- 8) *Wind can be dangerous Plan to stay an extra day if winds are bad.*
- 9) *Point coach into wind*
- 10) *Have emergency plan & provisions*
- 11) *Locate shelter at a new campground*
- 12) *Have pet evacuation plan*
- 13) *Have fire extinguishers around coach*
- 14) *Shake fire extinguishers regularly*
- 15) *Check MH hitch & car hitch often for safety*
- 16) *Be sure Toad is set properly for towing*

### Do You Know – Generators?

- 1) Power decreases 3.5% for each 1,000 feet above a 500 foot altitude.
- 2) Power decreases in extreme temperatures – by 1% for each 10 degrees above 85 degrees.
- 3) “Exercising” your generator on a regular basis prevents performance problems.

# RAMBLIN' PUSHERS MEMBERSHIP / CHANGE FORM



HRRVC Ramblin' Pushers Chapter 419

## MEMBERSHIP FORM

- PLEASE PRINT LEGIBLY -



HRRVC National Membership #  (Required for Processing)

**IMPORTANT:** Please Check One  I am applying for new membership in Chapter 419 – Ramblin' Pushers  
 I am a current 419 member - this is updated membership information. Enter your HRRVC#, name and **only the information that is to be changed.**

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Cell Phone Number

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Prov:  Zip+4:

Home Phone Number:   
Can. Postal Code

Email:

**Spouse/Companion:**

\_\_\_\_\_

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Cell Phone Number \_\_\_\_\_


Email:

**The 419 Quarterly Newsletter** is posted on our website for members to read online and/or print. You are encouraged to receive email notification of online availability to minimize Chapter costs. **Please check one box:** Email Notification  or receive Newsletter via USPS Bulk Mail\*   
\*Note: Some mail forwarding services do not forward bulk mail unless specified.

*HR Coach* HR Diesel Model (Circle One) > AMB END IMP NAV NEP SEP TRP VAC  
Coach Year \_\_\_\_\_ Length \_\_\_\_\_ Engine HP \_\_\_\_\_ Engine Mfg. \_\_\_\_\_  
Coach #  VIN#

How were you recruited into Chapter 419? (Please fill in all blanks that apply): **419 Member** \_\_\_\_\_  
**Dealer** \_\_\_\_\_ **419 Website** \_\_\_\_\_ **Rally/Where** \_\_\_\_\_  
**Other** \_\_\_\_\_

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_  
**Cost to Join:** An initiation fee of \$20.00 for the first year. Thereafter, the Annual Membership fee is due Jan. 1 of each year. If you are joining after Aug., the next year's Annual Membership Fee (\$15.00) is also due at the time of membership application. All fees/dues are payable in US Funds. Make Check Payable to: **HRRVC Ramblin' Pushers** & include HRRVC No. on your check. Send form & check (if applicable) to:

 **HRRVC Ramblin' Pushers,**  
413 Walnut Street #5294  
Green Cove Springs, FL 32043-3443  
Questions? Visit our Chapter Website: [www.ramblinpushers.org](http://www.ramblinpushers.org)  
or call our Chapter President: 866-208-7411

**FMCA Membership Number:**  
F   
Please allow 4-6 weeks for processing...  
*...Since we all travel...*

**FOR OFFICE USE ONLY:**  
Amt Paid \_\_\_\_\_  
Check/Cash \$ \_\_\_\_\_  
Check# \_\_\_\_\_ Date \_\_\_\_\_  
Date Postmarked \_\_\_\_\_  
\\

MBR Membership Form 120527



## Digital TV Stations in Area

I am at a rally and was talking to the group. Many were not aware of a website that will help you locate stations in your area. By putting in city/state or zip, you can see what stations are in the area and their signal strength. If you click on the station, it tells you the direction of the tower. Sometimes comes in handy if you aren't able to get your satellite and don't have cable. Aiming the antenna helps to receive the strongest possible signal for the best local channel reception.

<http://www.fcc.gov/mb/engineering/maps/>

It was started years ago when they made the transition to digital. Not sure how well it is maintained today but it has h Give it a shot.

Bob, '08 Ambassador, Co-moderator

On my Android smart phone I use "TV Antenna Helper." The free version.

Larry, '08 Endeavor

## Coach Number?

Anyone know where the "coach Number" is located on the 2003 HR Neptune?

Phil, '03 Neptune

Your coach number is the last six digits of the Unit Serial Number. The USN is on the sheet by the drivers chair or the weight sheet on a cabinet door. It is also listed on your data sheet if you have it. If you don't have a data sheet, call tech support and ask them to email you a copy.

Bob, '08 Ambassador, Co-moderator

Other than the sticker by the drivers seat, I have a metal tag on the body panel under the fluid dipstick opening behind the rear engine doors on my 05 AMB.

Gary, '05 Ambassador

## Aladdin Calibration

I have a new to me 2005 HR Scepter with the Aladdin System, the manual says that a qualified tech should set the capacity calibrations, can this be a DIY job?

Bob, '05 Scepter

Yes, Simple to do. The instructions to do so should be in your owner's manual.

David & Sandy Pratt, '05 Exec

With the Aladdin reading !00% you will be visiting them truck stops a lot sooner. If it were me, I would dial the Aladdin back to read 25%.

Bill

## Do You Know: Fault Codes?

Your generator , RV refrigerator, and transmission show fault codes when there is a problem See manual to see what the codes mean.

## How to Access eGroup/eForum Files

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

[www.groups.yahoo.com/group/ramblin\\_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.

## Electrical Advice

I am having trouble removing my electrical plug. Does anyone have any ideas on how to make it easier to unplug?

Go to Camping World and buy yourself a tube or two of Camco Electrical Protectant & Lube. Place a small amount on the openings of the receptacle and then plug in your 50 amp plug.

The grease will coat the spades of the plug and the receiving blades of the receptacle at the same time.

Richard

The lube helps to control oxidation and make the plug insert easier. I don't think it removes existing oxidation or tarnish. I don't think copper oxide or tarnish is a good conductor. Someone know ?

Bill

## '07 Ambassador Alignment

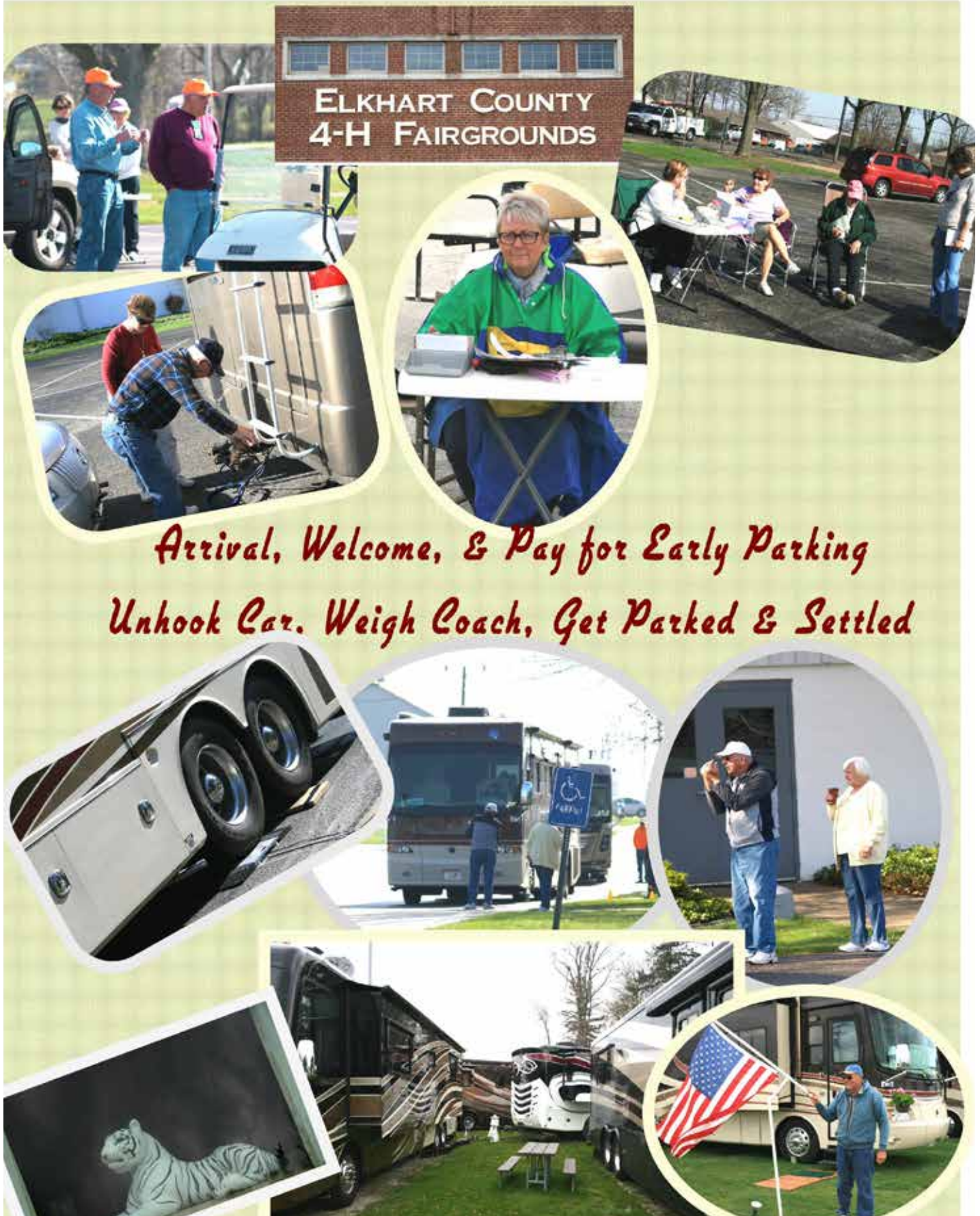
My wife noticed that our '07 Ambassador was dog tracking when she followed me. A Goodyear shop aligned the front end and told me that the dog tracking was caused by the rear end of the coach being out of alignment, and they couldn't align the rear end because it was welded at the factory. The also informed me that my front tires were wearing abnormally fast; and I would probably only get 10k miles on them before they had to be replaced. This is the 2nd HR coach that I've been told had the rear end welded crooked.

Jon, '07 Ambassador

If you are still in the area, I recommend AB Spring on the south side of Grand Rapids, MI. This is where Veurinks sends their alignment work. About 18 months ago they did wonders for my '03 Imperial tracking including finding a loose bolt in the rear suspension. They have been doing large frame work for years. Their phone is 616-534-3399. Google AB Spring. Wendell, '03 Imperial

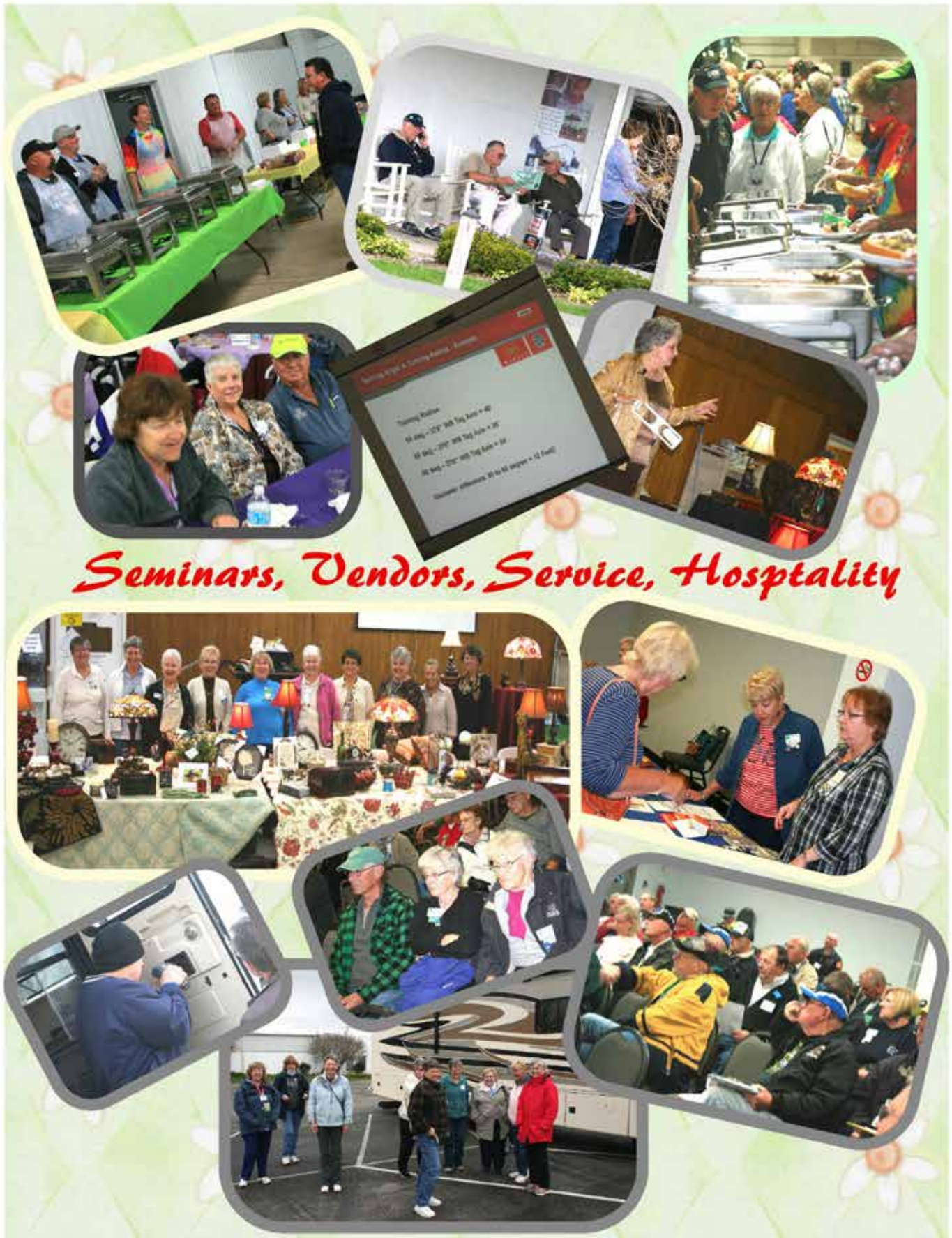
I noticed your comment about "heading North". The absolute best to fix your problem is Josams in Orlando, FL. Josam, 8849 Exchange Drive, Orlando FL 32809--Phone 407 438 7020. Barry Hampton is the Service Manager and email is: [Josamusa2@aol.com](mailto:Josamusa2@aol.com). Dave

# 2014 MAINTENANCE SESSION PHOTOS



*Arrival, Welcome, & Pay for Early Parking  
Unhook Car. Weigh Coach, Get Parked & Settled*

# 2014 MAINTENANCE SESSION PHOTOS



## *Seminars, Vendors, Service, Hospitality*

# REALLY USEFUL INFORMATION

## Procedures to Level Coach & Prepare for Departure

I would say to do the following when *coming into camp*.

1. Back into a fairly level site and connect the power
2. Put your blocks under the jacks
3. Extend the slides
4. Dump the air
5. Extend the jacks and level, I think you need to start the engine for leveling.

### When leaving

1. Start the engine check oil pressure, put down TV antenna
2. Engage the cruise control and press the set button. This will take the engine RPM to about 1200 and will build air pressure faster than idle.
3. Retract the jacks
4. Turn off the engine, bring in the slides
5. Retrieve the blocks and leave.

Yes, unhook the water, sewer, and power along the way.

Larry, '05 Endeavor, Co-Moderator

*HR engineers built the slides and added rollers on the chassis at ride height. The slides can be up to 3/4 inch lower when the coach is leveled and can torque the coach.*

Look for the  
2015 Maintenance Session  
Application  
End of July 2014

### Want to Replace Your Old Non-Flat Screen TV?

Want to see what others have done?

Go to [www.ramblinpushers.yahogroups.com](http://www.ramblinpushers.yahogroups.com)

Log in

Then find the "photos" section  
To see TV replacement projects  
with photos.

## ARG / Holiday Rambler RV Contact Information

Useful contacts for information regarding your motor home.

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

### Front TV Does Not Work

Front TV will not turn on either by remote or TV switches. Tried unplugging and re plugging. Still does not have power. Any suggestions?  
Larry, '08 Endeavor

I would suggest to take the back off the TV and look for a 120 v fuse, usually glass type, on the circuit board of the TV to see if it is blown. Its there for protection and the TV could of gotten a surge and blown it.  
Jeff

Thanks for ideas. I tried all but still no power. So I removed TV and it is on it's way to repair shop. FYI to all. Even though the TV is only 4 years old, I considered replacing it, but I will try and find one with the same plugs-Good Luck They are now HDMI plugs, and they want you to up grade all your equipment  
Larry, '08 Endeavor

Look for a GFI outlet or breaker. On my coach, the GFI outlet in the bathroom controls the front TV.  
Dwight

### M & M Electronics Contact

I attended a seminar that was presented by a father and son team from M & M Electronics on the Magnum inverter electrical system. They were very informative and did an excellent presentation. At the time I didn't have any problems, but have now developed some. I am getting a fault message on my Magnum display that reads "max run-time" and the red light is flashing. The AGS fault is causing my genset to start when it shouldn't. I have all the parameters set properly, so am not sure what is causing the problem. If anyone has any input, or could give me the contact info for M&M electronics, I would certainly appreciate it, as I'm sure they could be some help. Once again,thank you for a great rally, and any information you can send me.  
Dave, '12 Ambassador

**M&M Electronics,  
Mark, cell 419-203-2827  
Electrical Problems**

Les

# MAINTENANCE ISSUES

## Entry Door Leak

I am sitting in Verona, NY in the middle of a monsoon and my door is leaking inside between the outer door and screen door. Has anyone encountered this? Is it a tired seal issue? What I can see is a drip that comes down from there.

Joe, '08 Ambassador

We had the same thing but only when the door awning was off for repair. Check to see if your awning is loose.

Jon, '07 Ambassador

I battled that same issue for about 5 years. Finally, about a year ago, we were in Wakarusa at the HR plant. The technician thought he fixed the leak during his first try but, that night it rained quite hard and the leak was as bad as ever. Eventually, had to take off the awning over the door. The hole for the wires that go to the motor in the awning is quite large. We also took the awning down while in FL this winter and sealed all of the holes, joints, etc., with silicone, then put the awning back on. We have also added a "drip guard" over the door. Had one made at a sheet metal shop in AL 4 years ago for \$5.00. Hope this helps.

Dale, '07 Ambassador

I am sitting in Michigan and had a good downpour yesterday with water coming in the door as you said. I have had this problem in the past and sealed it several years ago. Generally it is caused by a leak along either the seam between the front cap or the side seam along the roof sidewall seam. The water then goes along the strip and down into the top of the door opening inside the wall. I have to work on mine again. The point of water entry can be hard to find.

Larry, '05 Endeavor

I had that issue and resolved by simply using stick on weather strip along the top of the door frame (inside). The water was running down the side of the coach (in spite of the awning being there) and into door. With the weather strip it runs over to the side, down and out the little notches designed for it to run out.

Carl, '08 Ambassador

Thanks all for the invaluable input as always. Now that the deluge has subsided it looks like it's working down from the roof cap over the seam and behind the door awning. It then travels over the door frame and works its way in. I am thinking a drip edge will do the trick.

Joe, '08 Ambassador

## Horn Inoperative

I just had some significant engine work done by Cummins for an oil leak and the starter replaced along with 2 new chassis batteries. I just noticed the horn doesn't work at all. Since it is an air horn, I'm assuming there is a relay somewhere. I couldn't find it in the compartment under the driver's window. How would I go about trouble shooting this issue? Also, could this be related to the work I just had done? Thanks in advance for any help. Also- (I'd recommend checking for an oil leak in the vicinity of the gear case on the curb side, front of the engine. I was 4 weeks out of the 5 yr Cummins warranty. Yes, very expensive!!)

Larry, '07 Endeavor

Sometimes the horn solenoid valve is located under the hood behind the left headlight. It is on likely the work Cummins did had an effect on the horn, but a fuse could be blown. I had to replace mine a couple of years ago because I had accidentally held the horn button down under my steering wheel desktop. The air had gone out of the system and the solenoid isn't designed for continuous power.

Larry, '05 Endeavor, Co-Moderator

Now that I'm familiar with the horn circuit and such. I think it was as simple as a loose connection at the air relay. Finding the horn fuse, relay and solenoid was a challenge, but now it works. Thanks for the input. I also just realized that if you push on the small horn insignia on the smart wheel nothing happens. If you push on the top of the cross bar it honks. I figure it was a loose wire. That's my story and I'm sticking to it.

Larry, '07 Endeavor

I hate when the steering wheel falls off, especially when it's in my hands!

Ed, '05 Endeavor. Co-Moderator

## Increasing Number of House Batteries

Can I increase the number of my 6 volt house batteries from four to six? If so, will that give me more time between charges? And, if I can do this, how do I do it?

Rod, '02 Endeavor

Rod, I went from 4 to 6 house batteries. I have photos in our Yahoo group's photos folder showing the layout. I move the two chassis batteries up high with a slide-out tray, but one wouldn't need the tray, just a shelf as the chassis batts are maintenance free. That freed up space below for up to 8 house batteries I found that the two extra batteries gives me just enough more run time on the inverter that after dinner is done with the generator we can watch TV until we go to bed, 10 pm - 11 pm, and not run the batteries below 12.2 volts.

On a side note, if RVers "Equalize" their house batteries once every 3 to 6 months, the run time is significantly increased over not doing the equalization process. That process removes scale and phosphates from the lead plates and puts those particles back into solution thereby refreshing the batteries to almost new condition.

John, '03 Endeavor

Like your note on "Equalize" batteries. My question is how do you do that????

Ross, '07 Neptune

I can't speak to how your newer rig's charger system works, but on my '03 Endeavor, my owners manual states how to perform the EQUALING process. It takes a little "re"-reading to understand as it is a manually performed procedure. And is not an automatic feature. I use the Sureflow watering system. I talked with the company rep and found that their caps do not need to be removed during equalizing. Btw, equalization is only doable on wet-cell batteries. AGM or GEL Batteries cannot be equalized.

John, '03 Endeavor

# MAINTENANCE ISSUES

## **Kitchen Faucet Does Not Work After Dewinterizing**

We were de-winterizing. The kitchen faucet was running fine clearing out the cold water lines. When I moved the single lever handle to hot there was a LOT of air in the line and then the faucet stopped working completely. DH has removed the handle and we can't tell if there is a replacement part that will fix this or if we will need to replace the entire faucet. Any suggestions, and does anyone know the model of the faucet for our coach to get replacement parts?

ADDITIONAL INFO: This is an '06 Ambassador PDQ ~ DH says the water is getting up to the faucet. Something between the top of the base and the spout is not letting the water thru. He can't tell if it has a cartridge or not.  
Pam, '06 Ambassador

Does the cold side still work? If not, remove the strainer on the end of the faucet as it may be plugged.  
Brian, '08 Endeavor

Last year, after spending 5 months in the desert, I had the same problem. Cleaning the screen helped a bit but I ended up removing the whole faucet and cleaning all the white deposits out of it. (very hard water) Not to bad a job if you can reach up under the sink to access the hoses and bolts  
Wayne, '07 Scepter

I had a similar problem with my kitchen faucet after I blew the lines out and then went to use the MH again in the Spring. Seems too much air pressure dislodges a little rubber part inside the facet and blocks the water flow--the part is not contained in the cartridge. It is simple to disassemble the fixture and put the part back in place to restore operation. I found keeping the air pressure reduced when evacuating the kitchen line prevents this problem.  
Vic

It sounds like there may be a screen or small valve that is plugged in the nozzle part of the faucet that pulls out. On many of these types of heads you can remove the head from the hose either at the faucet or head. If you can remove it at the head then carefully turn on the water to see how far it is getting. It's also possible there are check valves in the hot and cold lines at the valve to prevent water flow from one side to the other. Check valves can stick closed when left dry.  
Larry, '05 Endeavor, Co-moderator

With the head of the faucet off, do you get hot and cold water out of the flex line? That knowledge will help all of us armchair quarterbacks know whether the problem is in the plumbing or the faucet head.  
Bob, '08 Ambassador, Co-Moderator

Neither the cold nor the hot work. DH has removed the handle of the faucet but does not see a way to remove the 'insides'. It doesn't seem to be like the similar kitchen faucet in our house which has a cartridge inside. This particular faucet is one that has the pull out on a cable and the toggle on the spout to switch from steady stream to spray. Would much prefer to repair if possible vs spending over \$100 for a new faucet!  
Pam, '06 Ambassador PDQ

Mine got plugged up where the flex line goes into the faucet; under the sink. Had to remove the whole faucet to get to it.  
Wayne, '07 Scepter

## **Trouble Starting '98 Endeavor**

Our '98 Endeavor is on a Freightliner chassis. We are the third owners. When purchased there was a problem of intermittent starting. After a number of service attempts by the dealership, it was determined that a new (perhaps reconditioned) starter motor was the problem. While this initially seemed to resolve the issue the problem has reoccurred. It often requires 8 to 10 turns of the ignition switch to obtain cranking followed by a quick firing of the engine. I am not inclined to suspect the starter motor again as the occasions of actually starting the rig since the replacement starter was installed would probably add up to less than 100. Could there be a grounding problem or an ignition switch issue that should be pursued? Any help would be appreciated.

Fred, '98 Endeavor

It will most likely be a ground problem on the starter, or could be the chassis batteries ground, then ground at the batteries "cut off" switch. Check all these for a loose ground first. Then, think faulty cut off switch and check the tightness of terminals and test it. I found it there on a friend's unit once.

LD, '01 END '05 EXEC

I had the same problem with a '99 Endeavor that I owned. After much trial and error, my mechanic replaced the wires to the starter and the problem disappeared.

Jon, '07 Ambassador

I had a '98 Endeavor, and it had the same problem. Check the ground wire from the starter to the street side of the frame of the chassis. It was a heavy braided flat wire it only had a small hex bolt going thru the large hole in the frame. Freightliner used electrostatic painting for the frame rails, and it was tough to get a good ground for the starter. I removed the wire and cleaned the paint off on both sides of the rail down to bare metal, cleaned both sides of the wire and coated all the connection electrical connection grease, installed a larger bolt, and never had any more problems.  
Greg, '07 Endeavor 40

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in Beautiful Color?**

**Just log into the Chapter 419 web site  
([www.ramblinpushers.org](http://www.ramblinpushers.org))**

**Look for the "Current Newsletter link  
Read or Download the PDF copy**

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# MANUFACTURE RELATIONS WITH GEORGE

## EDITOR'S NOTE:

**George Coolidge**, Manufacture Relations Chair, is keeping us updated on changes as the new ARG / Holiday Rambler / Monaco gets up and running to manufacture HR motor homes.

## Meet The Executives

This article recaps the Tuesday evening "Meet the Executives" session for all our members who did not, or could not, attend our 2014 Maintenance Session.

**Mike Snell**, President of Monaco RV, was introduced and spoke about the past year and the acquisition by ASV (now ARG, a division of ASV). Then, noting the new 2015 Dynasty on display at the MS, he stated that the coach was more than just a Dynasty, it represents a collaboration of coach owners, through the more than 5,000 survey responses, and the staff of 55 exclusive Monaco and Holiday Rambler designers and engineers, located in Elkhart who totally redesigned the new model from the ground up.

The new production strategy was to start with the most popular Monaco coach model, the Dynasty, and he is waiting for a customer to begin building the new Navigator. Next, was the production of the new 2015 Vacationer, one of the oldest and best known gas powered brand. Gas Class A motor homes represent 60% of motor home market. Currently, ARG is producing 2 Vacationers each day. The next product is the new 2015 mid-entry diesel Ambassador. The new Ambassador was not completed in time for our session, but is now finished and ready for prime time. (See pp. 24 - 25)

The next product this summer will be the new 2015 single axle Endeavor. After introduction, if there is a demand, a tag-axle unit will be produced.

Mike then introduced the key ARG executives at the table and other visitors in the room. He began with **Steve Heim**, ARG VP of Customer Experience (Service and Parts), **Steve Hileman**, ARG Director of Marketing, **Lance Randolph**, ARG CFO, **John Draheim**, ARG CEO, **John Lowry**, ARG COO, **Giff Aiken**, ARG Director of Retail Service (a recent promotion for Giff who is located at the Coburg, Oregon service center). Also in attendance were Holiday Rambler's **Scott Jacobson**, **Theresa Jacobson**, **Tim Kipers**, **Leslie Grimm**, and **Taylor Spikes**, Freightliner executives, **Robert Harbin**, President of FCCC in Gaffney, NC, **Tony Semple**, and **Jason Rumschlag** were introduced. Freightliner was instrumental in providing the Roadmaster B chassis for display and the chassis seminars.

**John Draheim** talked about his past stint at Holiday Rambler and that the Brand means a lot to him. John stated, "We want to take it (the Holiday Rambler brand) back to what we believe are its' strengths, its' roots, and its' DNA. And that process is not something you do quickly. That's something, that if you are in it for the long haul, you're willing to take your time; you're willing to do it right; you're willing to make sure the brand has meaning, and that the products are different than (the) other products in the market place, and there's a differentiation. And that's one of the biggest job I probably have. And that's to make sure that the four brands that we now have active, are all different, they all have differentiation, and all mean something different in the market place."

**John Lowry** spoke to the production and quality in the Decatur facility. He is relatively new to the RV business, but has an extensive background in manufacturing operations. He once worked at Harley-Davidson when they owned Holiday Rambler. He said,

*"We have one chance to get it right. In doing that, We are not trying to spec in quality at the end of the process. We want to get quality all the way upstream in design and make sure our prints are right, make sure that we have a logical architecture to the RV, and make sure that the system integration is right. When we get onto the factory floor and we start turning those prints into actual coaches, we want to make sure, in station, that we get the quality right, before we pass that coach on to the next station." He stated that it requires a change in culture to get the employee to raise their hand and stop the line when something is not right. He said, "It's a heck of a lot cheaper to get it right the first time and stop the line and fix it in station, then it is to put stuff in the market place that's not right."*  
John Lowry

**Mike Snell**, on model and feature lineup, stated that the models will relate to the Cummins' engine lineup. The horsepower lineup will be – 340, 380, 450, 500, and 600. They will also continue to use Allison transmissions.

Mike replied to a question on towables. He said it was a very tough decision to drop the towable line due to competition from many makers competing in the marketplace and highly competitive pricing along with the fact that the towable line was not profitable.

### ASV & ARG's Leadership Team

- **John Draheim**, Chief Executive Officer
- **Lance Randolph**, Chief Financial Officer
- **John Lowry**, Chief Operating Officer
- **Mike Snell**, President, Monaco & Holiday Rambler;
- **Kyle McCrary**, Senior VP, Product & Design;
- **Steve Heim**, VP, Customer Experience
- **Steve Hileman**, Director of Marketing
- **Giff Aiken**, Director of Retail Services

Visit [www.alliedrecreationgroup.com/about/](http://www.alliedrecreationgroup.com/about/)

# ALLIED SPECIALTY VEHICLES/ALLIED RECREATION GROUP

(Continued from p. 23 )

The focus and strategy will be to build price points in Class C and Class A gas units to bring customers into the motorized market. Then, they will work on trading up those owners into Class A diesel coaches.

John stated that in the early 2000s, Fleetwood was #1 in all segments of the RV market – truck campers, folding campers, travel trailers, fifth wheels, and motor homes – gas and diesel. Fleetwood had zero debt, 300 million dollars in the bank, owned all their assets outright, and was by far the dominant manufacturer in the industry. Then, the company lost it's way and competition entered the towable market in the form of Forest River and Thor. Fleetwood had a large turnover in management.

Then, the new crew did substantial research and found that while owners traded up within the towable segment and trade up within the motorized segment, there was only a small percentage converting from towable to motorized. Today there is a big gap in price between towable and motorized, in part due to price increases due to technology and government regulations. In the 90's and early 2000's, motorized units use to be 30 to 50% of the RV market. Today that number has plummeted to 8% to 10%. of all RVs.

Mike and John answered a question about dealer and service center expansion. Today there are more dealers than prior to the acquisition. Dealers have responded very positively to the new company and the new Dynasty. Recently, a new of chain of dealers in the northeast and southeast have joined the dealer network.

**Giff Aiken's** responsibility in his new position as Director of Retail Service, will be to analyze the current service footprint between the factory service centers and the dealer service centers and

*In about six weeks we will relaunch the HR brand with a new Holiday Rambler website, highlighting the new HR models, along with advertising and new marketing brochures.*

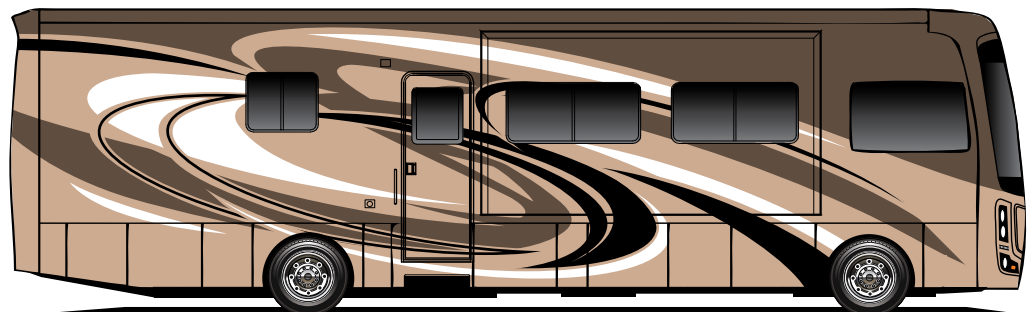
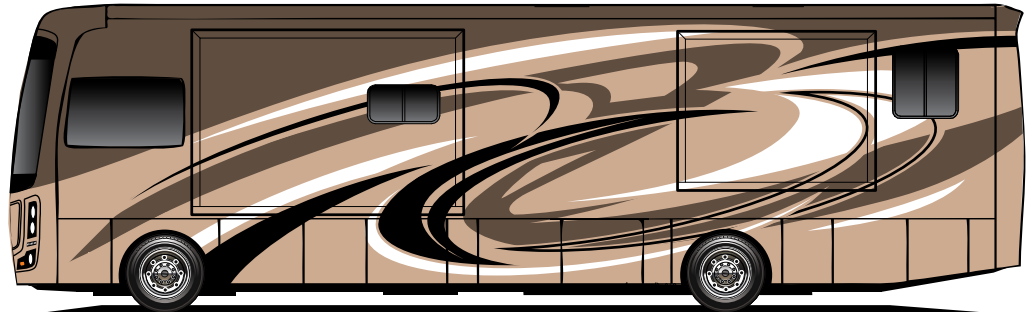
**Mike Snell**

to recommend positioning new service centers in those markets that do not have access to service.

In response to a question on Holiday Rambler marketing, Mike announced that in about six weeks we will see the relaunch of the HR brand with a new Holiday Rambler website, highlighting the new HR models, along with advertising and new marketing brochures. In closing, Mike promised that there would be full HR model lineup on display at the 2015 MS in support of our goal of a 350 coach attendance. So make your plans now to attend!

Allied Specialty Vehicles (ASV) began 3 years ago as a collection of vehicle companies owned by American Industrial Partners (AIP).

- ASV has three vehicle business segments.
- Fire and Emergency – comprised of several fire and ambulance manufacturing companies.
- Commercial and Industrial – comprised of several school bus and terminal freight truck companies. ASV is the number one manufacturer of midsize yellow and white busses in the U.S.
- ASV recently purchased Thor's commercial bus business, and they are now the number one manufacturer of commercial busses.
- The Allied Recreation Group (ARG) is comprised of four active brands – Holiday Rambler, Monaco, American Coach, and Fleetwood. They also own some inactive brands – Beaver, Safari, and National RV.



**COCOA BROWN (mask)**  
772491 K

**Cappuccino .... AMBASSADOR 36DBT shown**



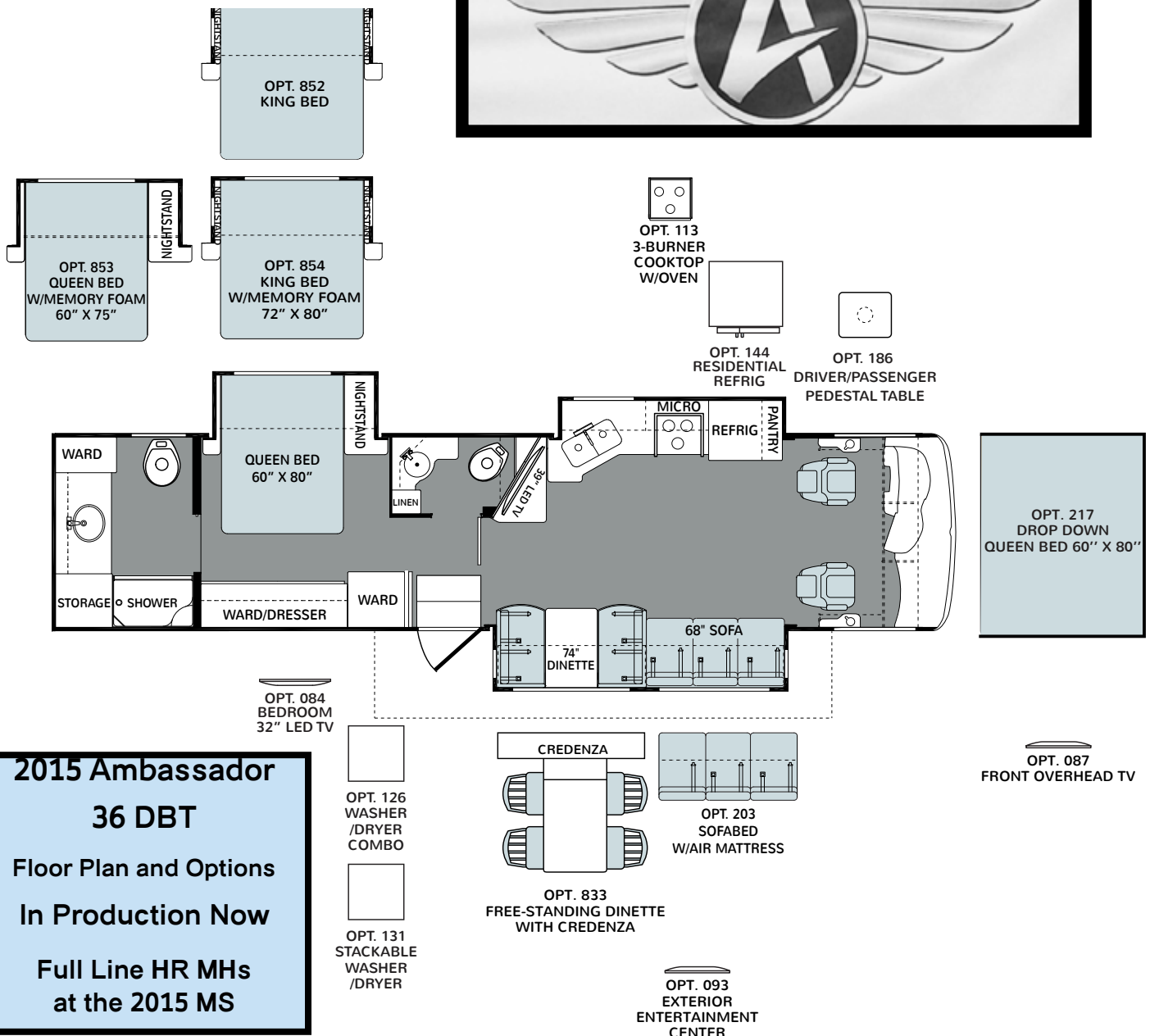
# ARG / MONACO / HOLIDAY RAMBLER

## Hot Off the Press!

### The 2015 Ambassador Floor Plan - Now in Production

George Coolidge worked diligently to obtain a photo (left) and a floor plan with options (below) for the 2015 Ambassador. The new Ambassador is a new design with a new engine and new specifications. Did you notice *the mid-entry door* on the new diesel model and *the optional drop down queen bed* over the cockpit?

Look for a newly designed Holiday Rambler web site in late June – early July with a new rebranding of HR with a full ad rollout and new brochures. Visit [www.holidayrambler.com](http://www.holidayrambler.com)



**2015 Ambassador  
36 DBT**  
Floor Plan and Options  
In Production Now  
Full Line HR MHs  
at the 2015 MS

# RAMBLIN' PUSHERS CHAPTER INFORMATION



## Introducing Your New Director Ed Francis #118020

My wife Anita and I live in Shelby, NC we both are originally from Southwest VA, went to high school together and have been married for 45 years. We have 3 children and are blessed with 12 grandchildren. I have worked for 40+ years in the building supply industry in sales and sales management. I am semi-retired but still work with companies as an independent sales agent. I love to play golf, fish and go camping in our '04 Endeavor. We look forward to our monthly camp outs with Chapter 17 Ramblin Rebels and are counting the days until the next 419 MS.

Ed will serve for two years as a member of the Board of Directors.

### Freightliner Contact Info

Freightliner 800-FTL-HELP  
(800-385-4357)

[www.freightlinerchassis.com](http://www.freightlinerchassis.com)

Freightliner Owner's Club

<http://freightlinerchassis.com/Owner-Information-Information/free-owners-club/menu-id-99.html>

Facebook: RV Road Trippers

Twitter: @DriveFCCC 11

### **Paid 2014 Dues?**

*Would you please check your records to ensure you have paid your Chapter 419 Dues of #12 for 2014?*

*You may send your \$15 check along with a copy of the Membership Application on p. 25. Just fill in the HR# and check "I am a member."*

*Leave the remainder of the form blank. Easy enough?*

## RAMBLIN PUSHERS CHAPTER 419 FINANCIAL SUMMARY 3/31/2014

### BANK ACCOUNTS

Deposits: Chase Bank Checking	\$ 12,583
Deposits: Chase Bank Savings	\$ 80,500
Deposits: First State Bank-Middlebury	\$ 11,200
Deposits: Fifth Third Bank. Elkhart	\$ 5,015
<b>Total Deposits</b>	<b>\$ 109,298</b>
Less Operating Reserve	\$ (5,000)
Less Dues Reserve	\$ (1,650)
Less MS 2014 registrations	\$ (74,869)
Add MS 2014 Expenses Prepaid	\$ 11,823
<b>Net Funds Available</b>	<b>\$ 39,602</b>

No Liabilities

### OPERATING INCOME & EXPENSES -YTD

INCOME: Dues, Sales	\$ 2,961
EXPENSES	\$ (5,907)

**NET OP. INCOME AND EXPENSES - YTD \$ (2,946)**

### 2014 MAINTANANCE SESSION

INCOME	
Donations	\$ -
Coach Weighing	
Registrations (net)	\$ 65,999
Sponsore & Vendors	\$ 8,858
Miscellaneous Income	\$ 12
<b>TOTAL INCOME</b>	<b>\$ 74,869</b>

EXPENSES	
Adminstration & Supplies	
Equipment Purchases	\$ (224)
Fairgrounds, Equipment & Services	\$ (500)
Hospitality	
Programs, printing, signs	\$ (2,576)
Refunds	\$ (8,267)
Vendor Costs	\$ (256)
<b>TOTAL EXPENSES</b>	<b>\$ (11,823)</b>

**NET MS 2014 I & E TO DATE 63,046**

*Transactions posted on "Cash" basis.  
Bank accounts reconciled through 3/31/2014  
A full report will be submitted to board.*

If you have any questions, please contact the  
Treasurer at Chap419.Treasurer@Yahoo.com  
**Paul Englund, Treasurer**

# RAMBLIN' PUSHERS CHAPTER INFORMATION

## 2014 Ramblin' Pushers Chapter 419 Officers

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

POSITION	MEMBER	EMAIL	HOME STATE	HR #
President	Roger Stickley	Chap419.President@gmail.com	OK	106217
Vice-President	John Jones	jpjscuba@bellsouth.net	FL	114886
Secretary	Harvey Payne	mhpayne@netzero.net	VA	82996
Treasurer	Paul Englund	Chap419.Treas@yahoo.com	OK	109046
Director	Jerry Davis	davisj9798@yahoo.com	SC	75398
Director	Ed Francis	francesbabycakes@gmail.com	NC	118020
Director	Hugh Skidmore	hsscubadoc@bellsouth.net	FL	116246
Director	Jim West	jrwest@fuse.net	OH	117173



Not Shown are  
Harvey Payne, Secretary and Ed Francis, Director

# 2014 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](mailto:fdbrooks@bellsouth.net).

- |                             |                           |  |
|-----------------------------|---------------------------|--|
| 1. Service and repairs      | 4. Disposal stations      | 8. <b>10% Member discount on store items</b> |
| 2. Collision repairs        | 5. LP Gas                 | 9. RV Storage                                |
| 3. Supplies and accessories | 6. Chassis/Engine Service | 10. RV Wash Service                          |
|                             | 7. Overnight Parking      |  |

## Alliance Coach, Inc.

4505 Monaco Way  
Wildwood, FL 34785  
Web Site: [www.alliancecoach.com](http://www.alliancecoach.com)  
E-mail: [service@alliancecoach.com](mailto:service@alliancecoach.com)  
Contact: Jeff Dillard 352-330-3800  
Sales: Jeff Dillard 352-330-3800  
Service: Mike Hawkins 352-330-3800  
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](http://www.alliancecoach.com)  
E-mail:  
Contact: Jeff Dillard 352-330-3800  
Sales: Jeff Dillard 352-330-3800  
Service: Keith Frost 352-330-3800  
Services: 1, 2, 3, 4, 10  
Models: Vacationer, Ambassador, Endeavor

## Day Bros Auto & RV Sales LLC

3054 Laurel Rd  
London, KY 40744  
Web Site: [www.daybrosvsales.com](http://www.daybrosvsales.com)  
E-mail: [sday29@mcm.com](mailto:sday29@mcm.com)  
Contact: Kenny Day 606-877-1530  
Sales: Terry Mitchell 606-877-1530  
Service: Walter Garrett 606-877-1530  
Services: 1, 2, 3, 4, 5, **8**, 9, 10  
Models: Ambassador, Endeavor

## Mellott Brothers, Inc

2718 Willow Street Pike  
Willow Street, PA 17584-9505  
Web Site: [www.mellottbrothers.com](http://www.mellottbrothers.com)  
E-mail: [sales@mellottbrothers.com](mailto: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

## Motor Home Specialist

5411 South Interstate 35 W  
Alvarado, TX 76009  
Web Site: [www.mhsrv.com](http://www.mhsrv.com)  
E-mail: [djobanion@m.s.n.com](mailto:djobanion@m.s.n.com)  
Contact: Donny O'Banion 800-335-6054  
Sales: Donny O'Banion 800-335-6054  
Service: Donny O'Banion 800-335-6054  
Services: 1, 3  
Models: Endeavor, Ambassador, Scepter, Imperial, Navigator, Neptune, Vacationer, Augusta, Aluma-Lite A & C

## Paul Evert's RV Country

3633 South Maple  
Fresno, CA 93725  
Web Site: [www.rvcountry.com](http://www.rvcountry.com)  
E-mail: [sales@rvcountry.com](mailto:sales@rvcountry.com)  
Contact: Curt Curtis- 559-486-1000  
[curt@rvcountry.com](mailto:curt@rvcountry.com)  
Sales: Julien Castillo 559-486-1000  
Service: Han Dudley 559-486-1000  
Services: 1, 2, 3, 4, 5, 6, 7, **8**, 9  
Models: All HR Diesel Models

## Paul Evert's RV Country

90915 Roberts Road  
Coburg, OR 97408  
Web Site: [www.rvcountry.com](http://www.rvcountry.com)  
E-mail: [sales@rvcountry.com](mailto:sales@rvcountry.com)  
Contact: Jim Hardy [gentlemanjimhardy@gmail.com](mailto:gentlemanjimhardy@gmail.com)  
Sales: Jim Hardy 541-686-6044  
Service: Chad Ross 541-686-6044  
Services: 1, 2, 3, 4, 5, 6, 7, **8**  
Models: All HR Diesel Models

## Paul Evert's RV Country

5111 20th Street E  
Fife, WA 98424  
Web Site: [www.rvcountry.com](http://www.rvcountry.com)  
E-mail: [sales@rvcountry.com](mailto:sales@rvcountry.com)  
Contact: Jim Hardy 253-926-6000  
[gentlemanjimhardy@gmail.com](mailto:gentlemanjimhardy@gmail.com)  
Sales: Kevin Knowles 253-926-6000  
Service: Will Powell 253-926-6000  
Services: 1, 3, 6  
Models: All HR Diesel Models

# 2014 SPONSOR DEALER MEMBERS

## RV World of Lakeland

940 Lakeland Park Center Drive  
Lakeland, FL 33809

Web Site: [www.rvworldinc.com](http://www.rvworldinc.com)  
E-mail: [mgerzeny@rvworldinc.com](mailto:mgerzeny@rvworldinc.com)  
Contact: Matt Gerzeny 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

## The R.V. Shop, Inc.

14340 S. Choctaw Ext.  
Baton Rouge, LA 70819

Web Site: [www.RVShoponline.com](http://www.RVShoponline.com)  
E-mail: [gerald@rvshoponline.com](mailto:gerald@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 LOR2A0

Web Site: [www.sicardrv.com](http://www.sicardrv.com)  
E-mail: [gsicard@sicardrv.com](mailto:gsicard@sicardrv.com), [rsicard@sicardrv.com](mailto:rsicard@sicardrv.com)  
Contact: Gary 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](http://www.veurinksrv.com)  
E-mail: [rvsales@veurinksrv.com](mailto:rvsales@veurinksrv.com)  
Contact: Tim Veurink 616-965-9608  
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

## Dealers at the 2014 MS

# 2014 SPONSOR SERVICE 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](mailto:fdbrooks@bellsouth.net).

- |                             |                           |  |
|-----------------------------|---------------------------|--|
| 1. Service and repairs      | 4. Disposal stations      | <b>8. 10% Member discount on store items</b> |
| 2. Collision repairs        | 5. LP Gas                 |  |
| 3. Supplies and accessories | 6. Chassis/Engine Service | 9. RV Storage                                |
|                             | 7. Overnight Parking      | 10. RV Wash Service                          |

## Apalachee RV Center

1364 Duncan Lane  
Auburn, GA 30011

Web Site: [www.myarv.com](http://www.myarv.com)  
E-mail: [dave@myarv.com](mailto:dave@myarv.com)  
Contact: Dave Kobos 770-868-0999  
Service: Tracy Fulkerson 770-868-0999  
Services: 1, 2, 3, 4, 5, 6, **8**, 10

## Coach Supply Direct

199575 M - 205  
Edwardsburg, MI 49112

Web Site: [www.coachsupplydirect.com](http://www.coachsupplydirect.com)  
E-mail: [info@coachsupplydirect.com](mailto:info@coachsupplydirect.com)  
Contact: Josh Leach 269-340-4965  
[josh@coachsupplydirect.com](mailto:josh@coachsupplydirect.com)  
Services: 1, 3, 7

## Cummins Crosspoint LLC

3415 W. Coliseum Blvd.  
Fort Wayne, IN 46808

Web Site: [www.crosspoint.cummins.com](http://www.crosspoint.cummins.com)  
E-mail: [cd575@cummins.com](mailto: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](http://www.cummins.com)  
E-mail: [Kent.A.Hollopeter@cummins.com](mailto:Kent.A.Hollopeter@cummins.com)  
Contact: Kent Hollopeter 574-361-1068  
Services: 1, 3, 4, 5, 7, 8

## Eagle's Pride RV, Inc.

108 C Plantation Drive  
Titusville, FL 32780

Web Site: [www.eaglespride.com](http://www.eaglespride.com) 800-552-3555  
E-mail: [eaglespride@yahoo.com](mailto:eaglespride@yahoo.com)  
Contact: Michael Thibeau 321-383-0288  
Sales: Carrie Wilmer 321-383-4495  
Service: Joshua Thibeau 321-383-0288  
[melodyr1@cfl.rr.com](mailto:melodyr1@cfl.rr.com)  
Services: 1, 2, 3, 6, 7, **8**

## Elkhart Sales & Service, Inc.

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

Web Site: [www.elkhartssi.com](http://www.elkhartssi.com)  
E-mail: [mmiller@elkhartssi.com](mailto: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, 7, 9**

## Elkhart Service & Collision

53049 Faith Ave.  
Elkhart, IN 46514

Web Site: [www.elkhartserviceandcollision.com](http://www.elkhartserviceandcollision.com)  
E-mail: [jd@elkhartserviceandcollision.com](mailto:jd@elkhartserviceandcollision.com)  
Contact: J.D. Adams 574-229-5356  
Service: J.D. Adams 574-522-9000  
Services: 1, 2, 3, 4, 6, 7, **8**, 9

## Lee Smith, Inc.

2600 8th Avenue  
Chattanooga, TN 37407-1156

Web Site: [www.lee-smith.com](http://www.lee-smith.com)  
E-mail: [dkissinger@lee-smith.com](mailto:dkissinger@lee-smith.com)  
Contact: Taylor Vinson 423-622-4161  
Service: Dennis Kissinger 423-648-6404  
Services: **1, 2, 3, 4, 6, 7, 8**, 10

# 2014 SPONSOR SERVICE MEMBERS

## Master Tech RV

28717 Holiday Place  
Elkhart, IN 46517

Web Site: [www.mastertechrv.com](http://www.mastertechrv.com)  
E-mail: [service@mastertechrv.com](mailto:service@mastertechrv.com)  
Contact: Tim Klenk 574-522-6224  
Service: Kevin Bassler 574-522-6224

Services: 1, 2, 3, 4, 5, 7, 8

## National Indoor RV Center

4405 Paxton Lane  
Lilburn, GA 30047

E-mail: [tsprings@nirvc.com](mailto:tsprings@nirvc.com)  
Service: Todd Springs 770-979-4051

Services: 1, 3, 6

## National Indoor RV Center

498 E. State Highway 121 Business  
Lewisville, TX 75057

Web Site: [www.nirvc.com](http://www.nirvc.com)  
E-mail: [ibriggs@nirvc.com](mailto:ibriggs@nirvc.com)  
Contact: Ina Briggs 469-277-1330  
Sales: Jim Feldoto 469-277-1330  
Service: Barry Ernest 469-277-1330  
Services: 1, 2, 3, 4, 5, 6, 7, 9, 10

## Pinnacle RV, LLC

1011 Herman Street  
Elkhart, IN 46516

Web Site: [www.pinnaclellc.com](http://www.pinnaclellc.com)  
E-mail: [aspite@yahoo.com](mailto:aspite@yahoo.com)  
Contact: Andy Spite 574-522-2636  
Service: Andy Spite 574-522-2636

Services: 1, 2, 3, 5, 6, 7, 8, 9, 10

## RV Systems, Inc.

(AquaHot)

537 Sandy Creek Dr.

Brandon, FL 33511

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

## Service Sponsors at the 2014 MS





**HRRVC Ramblin' Pushers Chapter 419**  
**413 Walnut Street #5294**  
**Green Cove Springs, FL 32043-3443**

<<Name>> <<Renewal Date>>  
 <<Wife Name>>  
 <<Address>>  
 <<City>>, <<State>> <<Zip>>

## Ramblin' Pushers Chapter 419 - 2<sup>nd</sup> Quarter

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### 2014 Sponsor Dealer Members 28 & 29

- \* Alliance Coach, FL
- \* Alliance Coach, GA
- \* Day Brothers Auto & RV Sales, LLC
- \* Mellott Brothers, Inc.
- \* Motor Home Specialist
- \* Paul Evert's RV Country-Fresno, CA
- \* Paul Evert's RV Country-Coberg, OR
- \* Paul Evert's RV Country-Fife, WA
- \* RV World of Lakeland
- \* The R.V. Shop, Inc.
- \* Sicard RV
- \* Veurinks RV Center

\* Photos of Dealers at 2014 MS

### 2014 Service Sponsor Members 30 & 31

- \* Apalachee RV Center
- \* Cummins Crosspoint LLC
- \* Eagle's Pride RV, Inc.
- \* Elkhart Sales & Service, Inc.
- \* Elkhart Service & Collision
- \* Lee Smith, Inc.
- \* Master Tech RV
- \* National Indoor RV Center
- \* Pinnacle R.V. Inc
- \* RV Systems Inc.

\* Photos of Service Sponsors at 2014 MS

## June, July, & August 2014