

25 Years of Ramblin' & Still Pushin'

RAMBLIN' PUSHERS

Volume 25, Number 2
June, July, August 2015



CORNER

PRESIDENT'S

John Jones #114886



Paulette and I are sitting in Tennessee writing our articles for this Newsletter and having some time with our grandson who is graduating from Kindergarten. I hope everyone had a safe trip from Goshen to your chosen destinations. After our slide awning excitement on our trip to *Goshen (the awning deployed in the strong wind and blew over the roof of the motorhome)*, we were hoping for an uneventful return home. We did have a little heart accelerating moment when we lost a fitting on one of our air lines upon exiting the Interstate which resulted in getting very low on brake pressure. We limped into a Home Depot and after replacing a \$3.29 fitting we were able to continue to the RV park here without further excitement.

I feel honored to be elected as the President of Chapter 419 for this year. I'm looking forward to having a great year and working with all the members to move our group forward. I've been involved in civic and fraternal organizations for most of my adult life and my involvement in the Pushers has been one of the most enjoyable.

Due to the positive changes implemented by the Board of Directors' decision allowing "Sister Ships" to attend the MS, our MS attendance is holding its own while other events have been losing attendance, quite an accomplishment. This year the Board finished the process of including all ARG diesel coaches by inviting Fleetwood owners to attend next year's MS. Again, after reviewing the MS evaluations, only 7 of the 156 respondents to this question indicated they did not want to include "Sister Ships" in future MS. It's evident by this high level of acceptance (95.51%) that we're on the right track both in maintaining or increasing our MS attendees while satisfying our membership.

I regret seeing **John Miller** retire as Membership Chairman. John has worked unstintingly for years to help build our membership; and we are all grateful for his efforts. We welcome **Fran Cornwell** who enthusiastically agreed to step forward to fill this vacancy. Fran can be reached at email cornwellfnf@gmail.com; and she is looking for volunteers to become Ambassadors for the Ramblin' Pushers throughout the year as they travel.

Jim Grossman, our newly elected Vice-President, will be replacing me as 2016 MS Coordinator. I know he will do a fantastic job and is already finalizing his Coordination Team for next year's event.

I want to thank **Roger and Dee Stickley** for their tireless work for the Ramblin' Pushers with their 3 ½ years as President and Database Manger, respectively. They have earned, not only our gratitude, but a respite from the day to day business of running the Pushers. **Paulette Jones** will become the Database Manager.

This year for the first time in the history of the Pushers, we had the 2016 Registration Forms for next year's MS available at the Closing Dinner. But in the rush to get this done, as well as printing 2500 copies to be inserted in hang tags, also made available at the closing dinner, we inadvertently left an old contact for cancellation notification. Instead of Chap419.President@gmail.com that contact email should be jpscuba@bellsouth.net on the 2016 MS Registration Form.

Our emphasis this year will be getting as many attendees to the 2016 MS as possible. Increasing our MS attendance is the best way to increase our membership. If we can get them to the MS, we will gain membership and get Sister Ships to attend the MS regularly. I'm looking forward to working next year with all members and Sister Ships. I'll have more details about the 2015 MS in the MS Recap article page 3.

*John Jones,
Chapter President*

DETAILS AND CONTACTS

Susan Volunteers

Susan Sembenotti, Illinois, volunteered to become the Newsletter Assistant Editor at the 2015 Maintenance Session. Thanks to Susan for helping out. Susan and her husband are brand new Ramblin' Pushers with #118456.

You may be hearing from Susan as she helps to round up articles and ferret out new information for you. Please thank and welcome her to this enjoyable and rewarding job.

CONTACT US

Address Changes Paulette Jones pjjones4@bellsouth.net
 OR Robert Kiser RNCKiser@aol.com
 Subscription Help
 President John Jones, jpjscuba@bellsouth.net
 2016 MS Event Coordinator Jim Grossman
 jim.grossman@sbcglobal.net
 Newsletter Editor Betsy Brock HR86187@aol.com
 Asst. Editor Susan Sembenotti sembenotti@att.net
 Suggestions: HR86187@aol.com
 Website www.ramblinpushers.org



Welcome and thanks
to Fran Cornwell
Membership Chairperson

RAMBLIN' PUSHERS NEWSLETTER

2nd Quarter – June, July, August 2015

Volume 25, Number 2

Publisher & Editor - Betsy Brock

HR86187@aol.com

Assistant Editor - Susan Sembenotti

sembenotti@att.net



Purpose

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

Club Mission:

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

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

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

OFFICERS - 2015 / 2016

| | |
|--------------------------|----------------|
| President | John Jones |
| Vice – President | Jim Grossman |
| Secretary | Harvey Payne |
| Treasurer | Robert Kiser |
| Board Member | Sarah Brooks |
| Board Member | Ed Francis |
| Board Member | Paul Miller |
| Board Member | Hugh Skidmore |
| Immediate Past President | Roger Stickley |

Published Quarterly by the Ramblin' Pushers

March, June, September, December

Printed and mailed by Kirksey Sprint Printing, Beaumont, TX

2015 MAINTENANCE SESSION (MS) WRAPUP

From the 2015 MS Event Coordinator

I am happy to report the success of the 2015 MS. If you were unable to attend, please, start making plans to come to the 2016 Event, April 28 - May 4, 2016. Another historic event this year, our 25th Anniversary, we had 243 coaches attending including 29 "Sister Ships" of American Coach, 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 93 technical seminars this year, 21 craft classes or seminars of interest to ladies, 4 off site Amish Dinners and a 3 tours of the Allied Recreation Group manufacturing facility in Decatur, IN as well as tours of MORyde International, Inc., Dometic and Precision Painting. A new driving class was added this year presented by RV Basic Training, LLC. In addition to the classroom presentation "10 Things Every RV Driver Should Know", which was free, they offered two hands on driving classes of 2 or 4 hours in length for a fee with completion certificates which can be provided to an insurance provider.

We want to thank ARG for their ongoing support of our MS. **Joyce Arnold** and the ARG Parts team were a very positive addition to the event. Joyce was successful in getting the parts truck again this year which we had initially been told would not be available. She and her team tracked down parts and ensured their arrival for several attendees and this support from ARG was greatly appreciated. In addition to the parts support, ARG arranged for an experienced technician from Oregon to provide onsite assistance to the Decatur technicians for the entire event. This proved to be very beneficial and feedback from those receiving service from ARG was much more positive as a result of this additional support.

This was a record year for service at the MS. Excluding the 65 service requests handled by ARG, we had 471 service requests handled by our other service providers for a grand total of 537 service requests this year. Due to this record number of requests we have already interviewed one additional service provider for next year in anticipation of increased service demands.

Many thanks go to the volunteers that made this a successful MS. To ensure I mention every team that made this event so great, **Paulette Jones**, Volunteer Coordinator for this year's MS has listed the groups on page 4, 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, Dee Stickley, John Miller, and Roger Stickley**, outgoing Treasurer; Database Manager, Membership Chairman; and President; respectively, for their unstinting efforts to support the Event.

The last two years in which I have served as MS Event Coordinator have been very rewarding. This would have been an impossible task without the strong support of the MS Team and I'm confident with their support, Jim will have a great year next year.

*John Jones,
2015 MS Event Coordinator
Ramblin' Pushers President*

2015 MS – 6 Days

- 93 Technical Seminars
- 21 Non-Technical Seminars
- 4 Amish off site Dinners
- 3 Tours of ARG Manufacturing Facility
- Tour of MORyde International
- Tour of Dometic
- Tour of Precision Painting
- New Driving Class
- 537 Service Requests taken care of by Service Sponsors
- Consulting Technician from Oregon
- 85 Service Requests by ARG
- ARG Parts Truck & Team
- 243 Volunteers

2015 MAINTENANCE SESSION (MS) WRAPUP

Volunteers Contribute to a Most Successful MS

Outstanding volunteers make the MS successful year after year. Out of approximately 529 individual registrants, there were 243 volunteers, several of those for more than one job. Here's an overview of what these volunteers accomplished.:



Signage. And **Mitch Butler** handled First Aid. He and his 3 volunteers provided blood pressure testing each morning at Hospitality and handled several first aid situations during the course of the event.

Deb Isett headed the Administrative Program which is comprised of the Greetings, Goody Bags, Registration, MS Office and Evaluations Teams. Greetings led by **Anita Francis** and her assistant **Cheryl Kiser** as well as 25 volunteers greeted coaches arriving on 4/28, 29 and 5/1. **Fran Cornwell** and 29 volunteers stuffed Goody Bags and **Car Scott** and her 29 volunteers assembled registration packets and staffed the registration table. **Sharon Reynolds** assisted by 22 volunteers staffed the MS Office as well as assembled hundreds of hang tags that were given out at the closing dinner to those willing to make an effort to contact potential new members or new attendees this year. **Renae Butler** led a team of volunteers who tallied the results of the Evaluations completed by the attendees.

Ray Blush was the head of the Building and Ground Program which is comprised of Audio Visual, First Aid, Info-Trans, Parking, Coach Weighing, Propane Sniffing, Golf Carts, and Engineering. The Parking team led by **Matt Libby** and his assistant **Tom Knight** and their 30 volunteers made the enormous task of parking approximately 240 coaches in a few days seem almost simple. I realize the logistics of accomplishing this task are anything but simple and our thanks to this great team for making it seem so.

Jerry Davis headed the Coach Weighing team which weighed 64 coaches on arrival days 4/28, 29 and 30 and 24 coaches on departure day 5/7. Info Trans was led by **Jim Isett** and his assistant **Ray Cupples**. Their team of 25 volunteers not only ran 85 shifts driving golf carts between parking locations and seminar, vendor and dealer venues to assist attendees from door to door, they also completed the nightly coach count so the payment to the Fairgrounds was accurate.

Speaking of golf carts, **Dean Yoesting** once again managed our acquisition of the appropriate quantity and type of golf carts to meet the needs of the attendees and volunteers providing support functions. Behind the scenes, **Hugh Skidmore** and his AV volunteers made sure the seminar locations had the necessary equipment to support the speakers in each classroom.

Jim Pease headed up Propane Sniffing. He and his assistant, **Larry Bendel**, tested 79 coaches with a somewhat alarming 37.9% positive result. **Paul Miller**, along with his assistant **Frank Cornwell**, led the Engineering team which among many other duties handled Septic Service, Propane Delivery and

Jim Grossman who headed the Education Program which included Scheduling and Seminars, Ladies Activities, MS Program, Printer Interface, Mentors, Round Tables and Seminar Hosts. **Jerry Gerner** was responsible this year for creating our seminar schedule. He put together a varied and interesting educational lineup and made the job for me as MS Program and Pocket Schedule editor remarkably easier.

Maggie Braden developed an exciting group of seminars and craft classes this year and working with Jerry Gerner helped establish a schedule that avoided conflicts in timing for those events. She, along with her volunteers, staffed the Ladies Activities Table for signups for those seminars and she coordinated the bakery requests and delivery we all enjoy so much.

Not only did **Cheryl Davis** handle our printer requests very ably this year, she also posted the schedules for the next day at seminar locations each evening for the benefit of our attendees. **Robert Kiser**, newly elected Treasurer, was responsible for gathering an experienced group of Mentors to handle requests from our attendees for assistance with their coaches. Feedback from mentees involved in this process has been very positive. **Larry Hawkins** and **Bob Tucker** with 18 volunteers led a team of Seminar Hosts gathering critical information from attendees regarding the individual seminars and Round Tables to help us improve the value of the sessions for next year.

Darlene Gerstenslager and **Clarissa Sherrow** staffed the Tours and Amish Dinners Table. Darlene also coordinated the Flea Market held the last day of our Session. **Joyce Miller** was responsible for the Book/CD/DVD Exchange this year and came up with the very well received idea of having this experience open and available during the entire session.

George Coolidge arranged for the tours of the ARG facility that were scheduled this year. **Dempsey Brooks** worked with our dealers and service providers. He was happy to report that 6 coaches were sold during this event and 537 service requests were handled by the service providers. **Bill Farmer** worked with our vendors and we had 49 booths paid for this year.

Of course, **Lynn Yeargain**, skillfully headed the Food Services team again this year. In this role she, along with her wonderful volunteers, provided our exceptional morning hospitality and created an

2015 MAINTENANCE SESSION (MS) WRAPUP

innovative dealer/vendor social. Lynn also worked with a local caterer to give us a very pleasing closing dinner. **Harvey Payne**, our Secretary, was responsible for making sure we had an onsite food vendor available so folks could grab lunch between seminars without having to leave the fairgrounds.

Keith Chapman again this year was our able Master of Ceremonies. **Larry Hawkins**, our club Chaplain, performed those duties for this event. **Dale Barstow** took 686 photos during the course of the event which are available at the Ramblin' Pushers website and many will appear in this issue of our Newsletter.

Also, last but certainly not least, our outgoing Treasurer, Database Manager, and Membership Chair, **Paul Englund, Dee Stickley** and **John Miller** respectively, daily staffed the Treasurer and Membership tables in the MS Office giving so generously of their time to make this event and the growth of our Chapter successful.

As you can see, the leadership team required to accomplish this yearly event is large and dedicated. Again, John, as this year's MS Coordinator, and I, as Volunteer Chair, want to say a heartfelt "Thank You" to each and every one whose volunteer efforts made 2015 a MS to remember.

Please Thank Our Dealers, Sponsors & Vendors

WOW!!! Thanks to all the members and sister ships who attended the 2015 MS in Goshen. Those of you who missed this MS be sure to mark your calendar for 2016.

At the MS, the New "2016" Scepter and the New "2016" Navigator were introduced into the Holiday Rambler line of products. Four of the current Ambassador Models were also displayed. Our dealers brought many quality "Pre-Owned" Units for our attendees to view and purchase. Our dealers sold six units during the MS.

In the service area, we had several Service Sponsors who wrote over 537 service orders for service and repairs. Many of these "specialists" conducted seminars during the MS.

Both our Sales and Service Sponsors have agreed to attend the 2016 Maintenance Session and we look forward to their participation next year

In your travels, if you are near one of our Sponsor dealers' area, stop by and say hello, if not for service, just to thank them for their sponsorship.

Have safe traveling, and hope to see you next May in Goshen.

Dempsey Brooks
Dealer/Service Coordinator

Ladies Activities at the 2015 MS

The Ladies Activities were well attended at the MS 2015. The most popular sessions were the decorating and cooking. **Sarah Brooks'** Southern charm and expertise in decorating were enhanced by her valuable team of volunteers and a large number of items for sale. Everyone loves to eat but not necessarily to cook. We can thank our volunteers, **Janet Sadlack, Renae Butler**, and **Mariann Hollopter**, for sharing their knowledge and teaching us ways to cook, using our Microwave/Convection Ovens, Grilling, and Crock Pots for life on the road.

Shirley Crow's Line Dancing classes were new this year and it was a hit. Important information was shared by our Chapter 419 Members again, with **Renae Butler's** Full Time RV'ing Session, Planning Your Next RV Adventure with **Jim & Jane Grossman**, and What To Do With Your Old Albums presented by **Dale Barstow**. Back by popular demand, we enjoyed three classes with **Clarissa Sherrow's** Make Your Own Greeting Cards, two classes with **Francisco Avila** from Hobby Lobby teaching Painting with Acrylics and Locker Hooking a basic Hot Pad taught by **Car Scott**. The jewelry classes were full with a Three-Strand Colored Pearl Bracelet taught by **Jan Perry** and Pearl Studded Macrame Necklace led by **Mariann Hollopeter**, Extension Homemaker Club.



We are always looking for new and interesting Sewing Classes. Be sure to bring your sewing machine and accessories next year.

We were glad to enlist two local Quilt Shops to teach this year. **Rosylin Stoffer** from The Quilt Shop taught a class for a Zippered Cosmetic Bag and **Dawn Briske** from Pumpkinvine Quilting taught a quilting class about Curved Piecing Techniques. Our own Chapter 419 Members also provided kits and taught three sewing classes. **Mary Loflin** taught a class to make the cutest Neck Tie Purse. **Maggie Braden** taught two classes, including a clever Snap Bag and useful Hot Pad Bowl.

Thanks to all the volunteers who led and supported the Ladies Activities. Your expertise and time is very much appreciated. We hope to see you back next year.

Maggie Braden, Ladies Activities
Chairperson

2015 MAINTENANCE SESSION (MS) WRAPUP

A First Timer's View

In the summer of '14 I learned that HRRVC Ch. 419 held an annual Maintenance Session in Goshen, IN. As a brand-new MH owner, I decided to attend the next Session (2015) to learn more about the systems of our new-to-us RV and how to use and care for it properly.

The Session exceeded my expectations by far! I spent several hours each day in seminars and roundtable discussions learning from both experts (*factory reps from Cummins, Allison, Atwood, Thetford / Norcold, PowerGear, Blue Ox, and many others*) but also from others in attendance who have had years of experience in RVs. All that listening and learning still left time to get propulsion system service from Cummins Crosspoint and coach service from Elkhart Sales and Service.

I saw lots of coaches being detailed on site, receiving new sat TV antennas, getting diesel service and repairs as I walked around the campground. Some RV dealers brought new and used inventory and I think I heard that six coaches were sold at the MS.

The ARG Company supported the Session generously by bringing a Monaco parts trailer and opening a retail store booth. They also put a brand new Scepter and Navigator on display and to my absolute amazement, invited people to take the Navigator on a test drive! (And no, I didn't take them up on it!)

Executives of the firm met with the attendees in a session that included questions from the floor. If all goes as reported, the

future is bright for ARG and our coach brands.

A good number of Monaco, Beaver, Safari, and American coaches were in attendance and made significant contributions to the event as expert sources and Session volunteers. The Session officially ended last evening and this morning the diesel chorus is in full voice as about 200 coaches begin to roll out.

Space and time do not permit me to share my enthusiasm for this event in full. So, I have only touched on the most relevant parts of the event. But 2016 MS Registration Forms were distributed at the closing dinner and ours was filled out last evening.

This educational, practical, and social event is open to persons who own coaches produced by ARG (*Holiday Rambler, Monaco, Fleetwood, Beaver, and Safari*) and it is clear to me that those coaches and owners are welcome and essential to the further growth and success of the event.

I hope to see many of you again at the 2016 MS.

Roger, '06 Endeavor

I concur with Roger. At times there were so many things I wanted to attend, it was not possible to get them all in. But I enjoyed myself immensely and learned a lot. I also ended up with almost as many questions to get answered to further my knowledge (which was certainly at a minimum). I'm already signed up to return in 2016.

I would like to extend my congratulations to the organizers for what was certainly an immense task. You all did a terrific job of pulling this off and I would like to personally thank you for all your hard work. And to all the volunteers who helped serving meals, driving golf cart transportation, parking, weighing coaches, doing propane leak tests, and all of the other jobs, large and small, that you performed during the 8+ days THANK YOU. Having participated in rallies and actually run a rally (certainly not the size of this MS!), I have a feel for all the work and help that is needed and provided. Great job one and all!
Ken, '07 Ambassador

This was my third MS, and it was the best ever.

Jon, '07 Ambassador

Coaches at 2015 MS

| | |
|----|-----------------------------|
| 87 | Endeavor / HR |
| 45 | Ambassador / HR |
| 26 | Imperial / HR |
| 20 | Neptune / HR |
| 20 | Scepter / HR |
| 11 | Navigator / HR |
| 6 | Dynasty / Monaco |
| 5 | Signature / Monaco |
| 4 | Camelot / Monaco |
| 4 | Diplomat / Monaco |
| 3 | Knight / Monaco |
| 3 | Revolution / American Coach |
| 3 | Vacationer / HR |
| 2 | Contessa / Beaver |
| 2 | Windsor / Monaco |
| 1 | Patriot / Beaver |
| 1 | Safari |



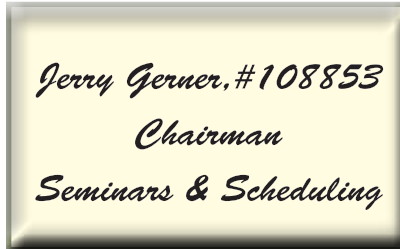
2015 MAINTENANCE SESSION (MS) WRAPUP

So Much to See, Hear, Do...So Little Time! 2015 MS Seminars & Other Related Events

"So much to see, hear, learn and to do, and so little time... even with (more than!) six days in which to do it all!" I suspect was the reaction of many of our 2015 MS attendees upon arriving the Elkhart County Fairgrounds armed with a 28 page MS Program. The Program was another outstanding job of editing, compilation and production by **Paulette Jones** and others. We hope those who attended this 25th Anniversary MS weren't too overwhelmed by the seminars & other events offerings. Based on the initial evaluations, we believe most of you went away from Goshen satiated and satisfied with new information and ideas.

For this year's MS, 114 seminars/classes were arranged for attendees. Of these, 93 were of a general interest and/or a "technical" nature while 21 targeted, primarily, "co-pilots" (see Maggie Braden's great article describing them). Attendees visited Allied Recreational Vehicle (ARG) manufacturing facilities in Decatur, IN – where Holiday Rambler and Monaco coaches are now produced, the MORyde International and the Dometic Corporation locations in Elkhart, Indiana and the Precision Painting & Interiors facility in Bremen, Indiana. The connecting thread in all of these various activities was "How do they build them? How do we use, service & maintain them? And how can we enhance and better enjoy these motorhomes which are at the center of our diesel pusher RV lifestyle?"

NINE different "model" roundtables anchored the technical discussions which attracted over 300 participants in the traditional Sunday evening, 7 to 9:00 PM, timeslot. Other favorites included the **Steve Gregg** (Cummins Crosspoint) and **Don Bixler** (Clarke Power/Allison) - lead discussion on "Cummins/Allison Maintenance & Operation"; Magnum Inverter & Intellitec Control Systems seminars conducted by **Mark Bayus** (M&M RV Electronics); a four-part series of seminars conducted by **Chris Throgmartin** (Stone Voss); sessions on satellite TV and entertainment system upgrades; two sessions given by **Jason Rumschlag** from Freightliner Custom Chassis; and well-attended valued sessions given by Cummins/Onan, Atwood Mobile Products and Thetford/Norcold among



others too numerous to mention here. *Ramblin' Pushers'* members conducted seminars and several DIY topics of much interest to attendees. **Cheryl Strawhacker** of Progressive Insurance presented an informative seminar on the importance of quality RV insurance along with a very tasty box lunch for attendees. And, finally, we were fortunate to have a number of ARG representatives – both engineers and managers, to dialogue with attendees on topics such as future products, new chassis developments and legacy MaxxForce engine issues. Schaeffer Specialized Lubricants representatives (new company to MS) provided an enlightening discussion of diesel fuels, diesel fuel additives, lubricity and detergent characteristics and their impacts upon the fuel injection systems, and efficiency characteristics of our motorhomes' diesel engines. My congratulations and sincerest "Thanks" to ALL (of the rest) of individuals who contributed their time and efforts to making this seminars program a success!

We're already talking about NEXT year's seminar programs and hope to bring back many of the manufacturer, supplier, vendor and service provider representatives who contributed significantly to the MS. We anticipate even more participation by Ramblin' Pusher members to share valuable knowledge and experiences and also looking for speakers who might address new topics of considerable interest to our attendees.

We continuously strive to improve the MS seminar programs. We do this by reviewing your *Seminar and overall MS Evaluations*. As part of this process, we take serious note of YOUR comments, suggestions, criticisms and praise of our programs. We look forward to an even better program in 2016!

Donna and I are looking forward to seeing familiar, and new faces in Goshen next year! Don't delay in registering for the 2016 MS! Ramblin' Pushers members and all other 2015 MS attendees can register beginning June 1st; all others, including ALL of the ARG "sister ships", can register beginning July 1st. See y'all at the Fairgrounds!!!

2016 MS Registration Forms (p. 21)

May Be Sent in June 1, 2015 for Chapter 419 Members

July 1, 2015 for Sister Ships

2015 MAINTENANCE SESSION (MS)

Coach Weighing: Helping You Maintain a Safe Coach

Well the 2015 MS is behind us and it happened very quickly. Like the other chairpersons, I can only hope that the Coach Weighing team supported the overall goal of the chapter and in some way made your visit to the 2015 MS a success. We all hope you will come again next year and many years to come.

First order of business is to thank all my volunteers that gave of their time. Your professionalism and commitment to help provide this valuable service is greatly appreciated by the whole Board and myself. I certainly hope you will contribute your time next year.

In recap of the event, we weighed 84 coaches and did numerous re-weighs for tag axle adjustments. This total is very consistent with what we did last year and shows that our message of the importance of weighing coaches is being heard. The exit weighing process was a tremendous success, as we had to expand the hours to meet your demand.

The Coach Weighing Seminar was well attended and many great questions were asked during and after the session. Hopefully I didn't leave any of your questions unanswered but if I did you can contact me via email at this address. (davisj9798@yahoo.com). Please be patient and I will get back to you as soon as possible, as I still have to do that 4 letter word. WORK!

The Motorhome Tire Safety Seminar was heavily attended and again some great questions and attention by the attendees. Thanks for your attendance and comments as I really enjoy providing this discussion for the attendees.

The highlighted items from the MS questions and coach weighing sessions showed several issues with later model motorhomes being marginal on some axle ratings and highlighted some issues with side to side balance. This is the exact reason we continue to offer this valuable service to our members as the only correct way to ensure that you have the correct air pressure settings for your tires and to prevent dangerous operational conditions from developing in your suspension system. All these items can make your travels risky to both you and the people you share the road with.

We encourage you to take advantage of our service at the 2016 MS. Safe Travels

Jerry Davis
Coach Weighing Chairman
davisj9798@yahoo.com

Thanks to the Folks Who Fed Us!

Wow - Another Great MS !! So Many Wonderful people who gave of their time and energy to enhance our Experience !!

Our HARD Working Hospitality Volunteers have once again got our days off to an Awesome Start. It takes so many folks to make this happen each day .

We have a Prep Crew that comes in each evening and gets as much done as possible for the next morning. If it weren't for these folks, we would not be able to pull it off !! Some of you may not realize that we only have two regular stoves to produce Our Hospitality for 600 PLUS people each day. I want give Each and Everyone Of You Special kudos but, someone is always left off. Please forgive me for any deletions but, I would be remiss if I didn't try. My heartfelt gratitude to:

Chef's **Lee Clement**, the **Libby's**, the **Cundiff's** , **Darlene Gerstenslager**., the **Cronin's**, **Bob Tiddall**, **Suzie Hinkel**, **Darlene & Hank Sanak**, the **Heintschel's**, the **Rockhold's**, **B. Braden**, **Ron Beecraft**, the **Roche's**, the **Murray's**, **Colleen W.**, along with The Wonderful and Fun folks from **Paul Everett's**, **Veurinks'**, and **Day Bros**.



And my thanks to everyone who came and Helped in All our Social's, Set up's! Clean up's. etc. You are All Just The Very Best and We are All in Your Debt !! As Always, it is an Honor to work with Each of You !!



Volunteer to get Involved and get Involved by Volunteering !!
God Bless and Be Careful on these Highways We Love So Much !!

Lynn Yeargain, Hospitality Chairman

Interior Coach Care

Chris Throgmartin, from Stone Voss LLC, provided a stellar presentation on keeping the interior of your coach looking like new. Chris owns an Ambassador motorhome and also repairs and replaces awnings. Some of his preventative maintenance tips will preserve the condition and value of your sizable investment. Almost all the products he recommends for interior cleaning are proven, inexpensive and can be found at Walmart or Dollar General/Dollar Tree. The 303 line of products, Aerospace Protectant and Fabric Guard, are sold at Camping World, some Auto Parts stores, and Amazon.

Dash & Plastic - To protect the dash vinyl and plastic (sunroof, skylights) throughout coach, every 3 months apply Aerospace 303 protectant with a microfiber cloth. This product provides 40 SPF protection from UV rays and contains no petroleum. Never use wax on plastic

Pilot and Co-Pilot chairs. First, determine if the chair coverings are leather or vinyl. Flip up the skirt, vinyl is lined with fabric and leather has a felt appearance.

Vinyl - use 303 protectant, vacuum, wipe with soft damp cloth, condition with Lexol (automotive department Walmart) 2 times a year

Woven Fabrics - use a non-detergent cleaner like Woolite, Ivory or Dreft with a sponge and bucket. Let dry for 48 hours then spray with Fabric Guard. Let Dry for 24 hours then reapply. Fabric Guard provides UV protection and repels stains.

Woodwork - Twice a year apply non-aerosol lemon oil/spray to the front and inside cabinet doors.

Hard surfaces - Fabuloso is a good all round cleaner phosphate or citrus base for \$2.

Awesome is stronger for tires, dirty tile or shower stain for \$1.

Finish with 303 on the Corian

Shower Glass - Use CLR to decalcify shower but rinse real well so there is no residue

Nufinish Car Wax - use on glass and fiberglass (NOT ON THE SHOWER FLOOR)

Windows - Nothing like the old-fashioned method cleaning with vinegar, water and a squeegee (1 part vinegar to 3 parts water). Catch drips with a paper towel and polish out streaks with a wadded up black and white print newspaper.

Walls - Never use harsh cleaners or tools (the subtle print design will come off). Test in an area not very noticeable if in doubt. Wet a magic eraser, wring out and wipe gently on wall.

Sunroof windows, Air vents - use soap and water then finish with Aerospace 303 Protectant

Inside the Air conditioner clean or replace the foam filter frequently especially if your have pets. You can buy replacement foam filter media for under a \$1

Recommend lining overhead fan units in the ceiling with foam media. It's a lot easier cleaning the foam insert instead of removing and cleaning the blades.

Don't forget to 303 your interior slide seals. Use a broom handle to get to hard to reach places

Fridge and Furnace Area: Remove the grill and vacuum — inspect for leaks.

Many thanks to Chris for showing us the most efficient way to maintain our homes!



Have an Older Coach?

The Newsletter PDF copies back to 2008 are waiting for you to look at them on

www.ramblinpushers.org.

You will find many maintenance articles relating to diesel Vacationers, Ambassadors, Endeavors, Scepters, Imperials, and Navigators.

Just because the issue may say it is a 2008 issue does not mean the articles are only about 2008 motorhomes. A variety of problems with all age coaches are featured.

Soon we hope to have even older PDF Newsletter issues online.

What Every RV Driver Should Know

Beth Kincaid (Student) and Bob Hill (Driving Instructor)



In previous years, Ramblin' Pushers planners provided an RV driving course to attendees at no cost at the MS. The Group no longer provided the training this year, and though the training was beneficial, certificates could not be issued upon course completion. This year Session planners sought a commercial provider for the training with certified instructors who issue certificates.

RV Basic Training LLC offers a comprehensive driving course provided in two parts. The first, in a classroom setting, provides essential information all RV drivers should know before getting behind the wheel of an oversized recreational vehicle. **Gary Lewis**, the Director of Sales and Marketing delivers an engaging presentation, free of charge on operating an RV safely to the destination with the goal of Zero-Damage. Topics for this session and a recap follow:

- **The RV Difference - longer, heavier, taller, wider**—the footprint as compared to a van or large car. Take into consideration, the driver is seated over the front tires, allow for extra length and width. There is more vehicle after the back tires. the vehicle slower to start and stop in traffic. and watch for low canopies and branches.
- **The Pre-trip Inspection - Pre-Trip Check List** includes engine
Walk around coach counter clockwise from RV Basic Training LLC)
- **Adjusting Mirrors** - 1 in 5 large vehicle accidents is the result of improperly adjusted mirrors. Set the driver side mirror (view side) flat mirror for sight 200 ft behind RV. Set convex mirror for seeing alongside RV not behind. Passenger (blind side) mirror sight is severely limited first view is in the flat mirror and then the convex at that point driving blind. Check out the blind side to know where your blind spots begin.
- **Using Reference Points** - An easy way to stay centered in lane - keep foot pedal over the oil patch (dark patch in middle of road, faded area is where the tires wear the road). Find a visible reference point on the driver view side near rear axle for backing, making turns or tight maneuvers.
- **Tail Swing/Rear Swing-Out** - RVs have at least 12 - 15 ft behind rear wheels will swing out when pulling away from curb or tight turn, know the position of back axle and look in rear view camera to clear obstacles, i.e. sign post, fire hydrant or a car along side
- **Off - Track** - the difference between the path of the front and rear wheels which comes into play when turning. A good reference point for making a right turn is to travel straight until driver's shoulder is at or slightly beyond the point you want to miss on curb. In the turn, watch convex mirror on the blind side to ensure rear wheels clear the curb.
- **Stopping / following Distance** - Keep a one second "Space Cushion" for every 10 miles per hour of speed. See (a hazard, Think (decide to stop) and Do (place your foot of the brake pedal). On highway look at least 1/4 mile ahead . Allow sufficient time to stop and be alert — know what's happening ahead.

2015 MAINTENANCE SESSION (MS)

- **Three types of driving :**
 - **Urban** - large footprint in tight surroundings. When stopped in traffic leave 15 ft of space between RV and vehicle in front (you should see back of their rear wheels)
 - **Country** - curves and turns, ups and downs presents challenge for RVs. Pay attention to advisory signs and lookout for reduced clearances.
 - **Freeway Driving** - Stay to the right. Left lanes can be narrower.
- **Defensive Driving Techniques** - think ahead and avoid rush hour traffic. Going slower is the best defense in strong winds. Consider pulling over and wait it out. Carry chains in snow country. Turn the retarders off when wheels have poor traction from wet, ice, or snow. Signal your intentions moving in and out of traffic. In an emergency, pull over and use flashers, flares or warning triangle device. Move over when an emergency vehicle has its lights on. If you can't move over one lane, slow down to at least 20 mph. It's the law.

In the second part, driving course offerings were:

- Two-hour course \$95 per person Learn Basic Driving Skills - Coach provided
- Four- hour course \$295 per person Take your Driving Skills to the next Level - Your coach

In addition, RV Basic Training LLC offers Level 1, Level 2, and Housecar Bootcamp for drivers needing to complete the non-commercial Class B license. We can anticipate some of these courses offered in next year's Maintenance Session. RV Basic Training LLC will even come to you. For additional information go to www.rvbasictraining.com.

This is what **Beth Kincaid** had to say about "Basic RV Driving Skills"

"My anxiety level was very high about driving a diesel pusher with all the buttons. I was told it wasn't difficult and I would learn to backup, parallel park, and make right turns easily. After the driving lesson, I found I could do all those things and my anxiety level went down completely. I would recommend this course for every spouse to take and help you feel comfortable behind the wheel.



Course Outline

Basic RV Driving Skills

Part I – Classroom Topics - free

- The RV Difference – Longer, Wider, Heavier, Taller
- The Pre-Trip Inspection – Pre-Trip Checklist (See p. 24)
- Adjusting Mirrors
- Using Reference Points
- Tail Swing – Rear Swing Out
- Off Track
- Stopping / Following Distance
- Three Types of Driving
- Defensive Driving Techniques

Part II – Basic RV Driving Skills - \$\$\$

(in your motorhome)

- Backing up
- Parallel Parking
- Making Right Turns Easily
- Back into an RV parking space

Navigator Round Table Notes 3 May 2015

Dempsey called the Navigator Roundtable to order at 7:03 p.m. He introduced - Harvey as the Secretary, President, **Roger Stickley**, **Mark Bayus** of M & M Electronics and **J. D. Adams**. J.D. stated it was good to be back with his friends and he announced he was no longer associated with ESC and is now employed by Newmar.

Mark shared with us that his work history in regards to the RV industry has always been in electronics business and that is all that he does now. His specialty is repairing circuit boards of equipment that is no longer available and troubleshooting problems.

J.D. stated that the folks at Newmar have offered an invitation to anyone who needs assistance.

Dempsey introduced himself and shared with everyone his history of HR ownership and his present health condition.

The Navigator Roundtable then began with:

Phil, '95 Monaco Crown Royal Signature – He is having problems finding blueprints for his unit. Does anyone have any information on plumbing and chassis blueprints? It was responded they are no longer available. Roger suggested he view the Ramblin' Pushers e-Group. He may find some help there.

Ed stated Mikey on the Monacoer's may have what Phil is looking for. There is a data base on the e-Group of the source of most all of the parts that are on our units.

Dale stated he has had good success with the use of the Monacoer's and Ramblin' Pushers e-Group.

Chet, '04 Signature - asked for feedback on Detroit diesel. He just installed a new chip for the EGR system, called an "Ugly Fix," and it gave him an additional .9/gal fuel economy. It cost \$150, and the return on investment is easy to achieve. The Detroit also runs 2 degrees cooler now.

Gary, '03 Navigator – He is noticing the transfer switch time is getting longer and longer to kick over. He wonders sometimes if the switch will kick in or not. He has owned the Nav. for 5 years. Mark B. suggested he have someone look at it as it appears the switch is getting weak. He also commented he did two things for his coach – he has had issues with the pump shutting off for no reason and the electric cord reel not getting enough cord out. He installed a remote control for the winch to activate the electric cord reel. It is real simple to set up and he will show anyone interested on how to set it up. He purchased a remote from Harbor Freight. Gordon Hitchens spoke to Glendenning some time ago and they have a remote setup available.

Norm has a problem with the water pump switch in bathroom and service bay. It was discovered a wire was missing. Once that was connected, the problem disappeared.

Lloyd – '03 Executive – His unit has a speedometer with an odometer by itself, which it stopped working and he decided to acquire another odometer, did the install, and it shows 37 mile for each mile driven.

Mark stated the unit is set for a different pulse rate and that is why it is recording the incorrect mileage. Chet Parks stated that the Silver Leaf will show him the correct data.

Roger has a friend that has found that the DeWald slide locks need to be lubricated. It is a cable mechanism and it is necessary to be maintained. J.D. suggested using white lithium grease.

Phil attended a tire safety seminar and he is having a problem getting 100 # of air out of his updated air tanks as he feels he needs to run 105 lbs. of pressure. It was stated that Lowes has a Porter Cable air compressor that goes to 150 # and it does not take up much space. Also, an adjustment can be made to the air governor so the pressure limit can be adjusted.

Dale inquired if he can do without the auxiliary pump and J.D. stated yes, only you will wake up with a lean of the coach.

Jim – '05 Dynasty – His air pressure runs 150-130 and he was told the air governor needs to be replaced and that is incorrect, it only needs to be adjusted.

Bob – '07 Navigator – He has a problem with hydraulic light and buzzer as he starts up and is getting ready to leave and he does not use the jacks and the alarm is going off. The fluid needs to be checked and there is probably an issue with the float switch as they have a tendency of failing.

Mike – '03 Navigator – All the gauges quit while going down the highway, got home and checked all the fuses and they are okay and HR says there is a problem with a ground. JD stated there are only 2 or 3 grounds on the coach. Harvey responded that he had a similar problem and it was a faulty constant duty solenoid in the front run bay.

Dale – '08 Dynasty – was a Beaver and now a Dynasty owner and he inquired if the higher end HR units were made in Oregon and yes, they are.

Bill – '04 Dynasty – New owner, intrigued by tire pressure monitoring and was wondering what the feeling of the group was on those systems. The overall response was positive and it is another safeguard. Gary Peyton has had some issues with the monitoring system but still feels it is important to have. Roger has Tire Tracker and he "wakes up" the sensors each morning before rolling and they work perfect all day.

Roger – '06 Dynasty – He has been using the monitoring system for two years and has had no problems but he has had a problem with the sensors and they were replaced by the manufacturer. Has there been any discussion on load range on tires as he has had problems with the improper weight classification on some of his tires.

Jim – '08 Dynasty – Is anyone using the Sani-Con system and the response was use it all the time. Always use the flush out for the black tank. Has anyone with an ISM engine had a problem with the EGR and yes, there were some. Roger suggested we bring Carrie Bussman our engine S/N and she can tell if there are any updates needed.

Lloyd – stated he has had problems with his black tank flush kit not working; and J.D. suggested he take out the spray head and look to see if the unit is plugged. If it is it can be re-drilled to let the water flow. Roger stated that we do have a vendor on premise that will clean the black, gray and hot water tank.
(Continued on p. 13)

Roundtable : Ambassador & Endeavor 2011-2013 (Diplomat & Knight)

May 3, 2015

Moderators: Tom Knight

MAXXFORCE INTERNATIONAL (maxxforce.com/dealers) -

Search dealer network on internet by city, state and zip. Mileage will indicate distance to closest dealer. Not all International shops will work on RVs.

Chris Ingle Engineer Field Service for engine support questions/ issues

Cell phone # 574-248-1301

email: chris.ingle@navistar.com

Issue: Some VIN Data on Engines entered incorrectly resulting in false positives for Updates/Recalls

Fix: Contact Chris to verify with VIN (last 8 digits beginning with D_____)

Coach POC: ARG John Hurd 841-681-8009 (phone provided by member in session—not verified)

Engine - Monaco/Navistar Fleetwood/Decatur 800-322-8216

Roundtable issues:

Check ends of the slide floor to make sure they are sealed with silicone or metal to ensure your floor isn't exposed to the elements. If they are not sealed, water will begin to intrude the wood and rot will occur.

SOK III Toppers and Awnings Carefree - end caps are coming loose as screws are loosening in transit. Roller bar and springs can unwind as a result. Check all screws and use Blue locktite to tighten the screws. Don't over tighten or you will strip. You can tell they are probably loose if you can see a gap between the end cap and the slide topper cover.

Watch antifreeze gauge levels —If levels seem to be low, look behind the drivers side door on the back of the coach and check that the hose running up there is not touching the metal pipe. It should be a finger width from the pipe. You should also look under the floor over the engine to make sure there are no hoses placed over the engine where they can rub on metal areas causing holes being rubbed into the hoses.

Slides

Slide closure - Open a big window or door when opening or closing slides to reduce the pressure or vacuum on the slide.

Slide Alignment - attendee had a repetitive issue on slide alignment. Recommendation to work with ESS. Tom and PJ are experts on slide alignment.

Coach Steps - Avoid opening and exiting on step when coach is off level.

Avoid stepping out until fully extended as this too may cause the step not to retract. Several attendees have an alarm that comes on indicating the step is out. This normally happens when it is raining. Tom Knight had his coach in ESS for a couple issues and had Tom look at this issue. Tom was able to replicate the problem by spraying water on the step's brain box. He then was able to seal the top of the box with silicone and that stopped the reoccurrence of this problem. It has not been tested during the rainfall as of this writing.

Slide release in transit

- member had an experience where driver slide came out on the interstate. Recommendation: Pull over to the shoulder carefully. If the cable is broken it takes 6 guys to manually push it in. Preventative care: install slide locks (some of the older coaches have them) or make your own positioning a 2X4 cut to size and lay on the floor to prevent it from moving. **Surge Protectors** - Can be hardwired before the transfer switch or a portable protector that plugs in at the post. A cap and padlock can be purchased to prevent theft.

Lemon Laws - one attendee asked about legislation/buyer protections when purchasing new or used coaches. Sellers of stick homes are legally bound to disclose existing problems. Florida does have a pretty restrictive Lemon Law.

(Continued from p. 12)

Jim – '05 Dynasty – Is there anyone having any issues with the Aladdin. J.D. informed us the system is no longer available and those that do have the Aladdin, parts are unavailable. Silver Leaf has a replacement for the Aladdin.

Sam – His engine brake failed on this trip and J.D. suggested he get to a Cummins shop and have them check it out.

Philip – Where can he source an Aqua-Hot switch, his will not light up when it is on. Chet suggested he contact Northwest RV Supply in Oregon has a good supply of switches and they are on-line.

Jim – '05 Signature - Ride height setting. He is having problems with getting the coach to be at the right height. J.D. suggested he get to a RV shop that is aware and knowledgeable of the height adjustments. The seminar on Roadmaster chassis will be a place to obtain good information. Roger suggested he contact the tech support folks and they would have the right information.

Dempsey thanked everyone for attending and participating in the Round Table discussion.

Roundtable #5: Neptune, Vacationer, Trip, Cayman, & Vesta

May 3, 2015, Moderators: Glen Thompson & Adam Haybach

Attendees: 21 plus moderators (15 Neptunes, 2 Vacationers) Note: Included were two 2011 Neptunes owners who should really be included in an "8-bag" model group.

Reviewed prior year roundtable minutes to cover all previous discussion topics to get new attendees up to speed.

Safety Topics

- Trailing arms on 4-bag chassis - Almost everyone has upgraded trailing arms and one new attendee was to be visited to ascertain his coach's status; a good reference is the Ramblin' Pushers' Website
- Norcold 12XX refrigerator recall - Almost all attendees were aware of the recall and those that were not were told about the various on line links to determine whether their serial number was included in the recall.
- IOTA 50 transfer switch recall - Most attendees were aware of the recall and again, on line resources were suggested.

General Topics

Cummins Power Club - Annual cost and benefits reviewed (recommended!)

Ride improvement - Discussion of Source Engineering ride enhancement kit, Koni shocks, and motion control valves. Good results with Precision Frame & Alignment just north of Minneapolis. (**Link to motion control valves: <http://www.supersteerparts.com/products/accessories/motion-control-units.html>;

(They are more expensive than originally discussed)

Steering improvement - Steer Safe, sway bars and similar options for steering improvement.

Safety Plus available at Camping World was also suggested.

Interior space management:

- Utilizing the water bay on curb side with addition of door latches
- Utilizing space in/around the generator compartment
- Utilize any/all empty spaces and adapt them to suit
- Build a shelf above propane tank
- Mount the real ladder extension to the ceiling of storage bay

Critters - There is a passage in 2011 Neptunes that allows pests to enter the storage compartments (use wire cloth to block?)

Kitchen sink in slide has connection issues to the flexible hose (use better washers and rubber slip washer to strengthen connection)

Carefree Slide Toppers - Annual dejunking/cleaning under the protective covers was recommended.

Air filters - K&N was suggested as a good replacement for paper filters since they are "lifetime" with cleaning; caution to check if a newer coach under warranty

Cummins ISB 6.7 Warranty - 2 years/unlimited mileage, extended warranty is available

Spare Serpentine Belt - Recommended to carry a spare; draw/record the belt routing on the cardboard sleeve so it can be installed correctly since the broken belt will be gone.

Windshield wipers - Not making good contact with windshield (obtain new arms or aftermarket supplemental spring snap-on assist)

Coach Interior Upgrades

- Residential reefer, dishwasher, MCD shades, wood floor
- Aux 120v hot water heater under sink due to long run from water heater at rear of coach (2011 Neptune)
- VMS for engine monitoring

Full wall slide crimping drain hose - major design issue in 2011 Neptune.

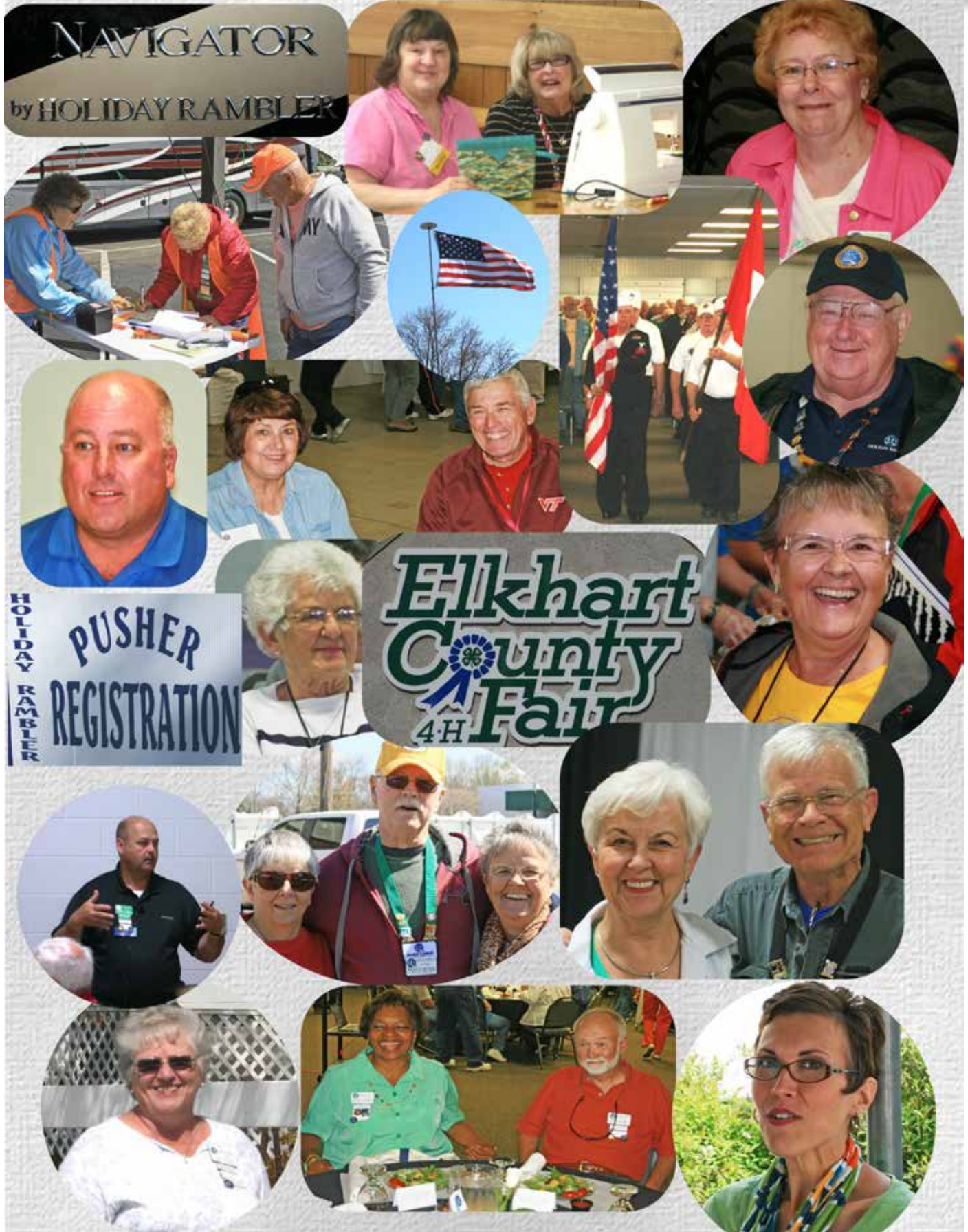
Seat belt wall attachment rattling - check tightness, could be door awning bracket?

Motorized step cover would not move - Root cause was loose set screws on pulley shaft (and there is a belt, too!). Real problems trying to access the motor located at the back of the step cavity (remove plywood cover, remove screws under floor carpet, cut front support bar to "scissor" front of assembly to make it fit thru front door so motor can be reached)

Sample Maintenance Schedule/Record Spreadsheet - Passed out to attendees; emphasized record organization in planning periodic maintenance for both chassis and coach systems

Ceiling Access - Lots of system and accessory wiring can be accessed through ceiling lights and speakers; corroded TV antenna coax connector easily found and repaired through one of these holes.

2015 MS WRAP-UP



Scary & Dangerous Steer Wheel Blowouts

Not an HR but scary enough to make you check your tires and pressures!

http://www.huffingtonpost.com/2015/05/15/dash-cam-crash_n_7290910.html

Steve, '07 Imperial

Our HR Ambassador suffered the same fate Friday. Blowout, left front. Northbound on I-75, near mile marker 55. We were able to control our coach and bring it to a safe stop on the right shoulder. I cannot emphasize how important it is to watch the Michelin video on controlling motohomes in the event of a steer tire blowout. I also had a Blue Ox Trucenter which was a big help in keeping my coach under control. FYI, my tires were 5 years old, pressure was 122 psi, measure temp was 98 degrees, at the time of the blowout. I decided to replace all the tires for obvious safety reasons.

Pete, '02 Ambassador

Glad to hear you're ok. Congratulations on successfully controlling your coach under trying conditions. If hope you don't mind some questions from inquiring minds.

How to Handle a Tire Blowout in Your RV The Critical Factor

<https://www.youtube.com/watch?v=lkwOE1yKY5c>

The above link takes you to a must see video produced by Michelin to teach you how to handle your coach in case of a blowout-sudden loss of air. How you handle your coach is a life or death situation. Please view this video.

1. Approximate speed.
2. Which lane were you in when it happened?
3. How much left side real estate did you use up before you got it under control?
4. Did the tire carcass stay on the wheel?
5. Was the left side in the sun or shade?
6. Brand of tire and was there any sidewall cracking or uneven tread wear pattern before the event?
7. Was there any precursor to the event like a vibration or some very rough pavement just before?
8. What was the terrain like where it happened?
9. Did your coach sustain much damage and was it drivable?

Again, I'm very glad for your good outcome in a challenging situation. The good news is, I had shown my wife the dash cam footage from the blowout in I10 and when I showed her your post, she is insisting on getting a Trucenter. I've been looking at those things for several years. So thanks for your input.

Steve

I keep going over this in my mind and feel that there is little I could have done to prevent the blowout

as far as maintenance. In response to your inquiry:

1. 62mph +/- The cruise was set.
2. Right lane on a three lane grooved concrete highway.
3. I was able to keep the coach in the right lane and shoulder. I didn't veer off the shoulder except just prior to coming to a full stop.
4. Yes, the bead stayed on the the rim, but the rest of the tire was in shreds. Interestingly the wheel was only damaged superficially. The new tire sealed and rode without any vibrations, with no balancing.
5. Left side was exposed to afternoon sun.
6. Remington, I was told it was a Goodyear owned brand warranted by them. No outward signs of any problems. Tire had been rotated from the rear about two years ago when I had the front bearing repacked and alignment checked by Josam in Orlando for signs of abnormal wear.
7. None, road was in good condition. Can't say with certainty, I didn't run over a small piece of metal large enough to penetrate the tire.
8. Flat, much like Florida.
9. Coachnet sent a Ne-Ro TireCo. out of Valdosta with a new tire.

The tech spent about an hour and a half removing the carcass and cutting away the bent metal basement support struts and the wheel well shroud. It was saved for repair.

The top of the wheel well suffered damage, the front electrical bay had the Monaco 2 box and the Trucenter controller sucked out from the impact and the storage compartment immediately behind the wheel was caved in. Doors only suffered some scratches and scrapes from flailing shreds of the tire.

As far as I know all electrical is OK except for headlights and hazard controlled by the Monaco 2 box and the Trucenter controller. The coach was driven to a nearby CG for the night, It was after 7:30 by the time we were ready to go. Driving in the dark w/o headlights is not pleasant. The clearance, brake and turn signals were working. Saturday morning I drove to Alliance in Lake Park, GA. Service manager gave me a rough estimate of three weeks to repair. No dollar amount as he said it would take 3 or 4 days to get parts breakdown and pricing.

In hindsight, I had thought about replacing the tires next year, the sixth year on the coach. Should have done it this year I guess. Besides the Trucenter and the knowledge from the Michelin video, another factor may be from the lower inertia of a **lighter** coach. My GVWR is 26K lbs and 5K for toad. 31K total. Compared to a Signature, Navigator or even an Endeavor, my coach is a lightweight. The inertia of a 40 to 50 thousand pound coach would be substantially higher and in my unprofessional opinion, much harder to control.

Pete, '02 Ambassador

What We Learned From Tire Blow Out

We have just learned something from our tire blow out .Our neighbor came back to our park after he attended the 419 MS; and we were commenting on the great job they did on polishing, buffing and sealing his wheels. This prompted us to take an even closer look at our wheels, especially the replaced wheel from our tire blow out.

After several calls to Allied, Wingfoot and Accuride, confirming part numbers and ratings, we discovered that the roadside service company (Wingfoot) brought us an Accuride wheel that looked every-so minutely different than the Accuride wheel that came on the coach from Monaco that we still had on other side BUT found **they were not just ascetically different**. The replaced wheel was an Accuride #41644 weighing 45 pounds with a load capacity of 7,400 pounds. The original equipment Monaco wheel was also Accuride, but part #4880 AOPC and was Heavy Duty, weighing 54 pounds with a protective coating and most importantly, a load capacity of 8,100 pounds. Based on our particular '09 Imperial Coach ratings, this was very important.

Without doing some detailed research on this, we wouldn't have known. It makes us wonder how many others have received a wheel from a blow out and not ever realized it may have an insufficient load rating. The roadside service companies would normally not carry an RV wheel like what we require. Just might be a heads up for anyone having an emergency road call for a wheel.

Bob, '08 Ambassador, Co-moderator

It makes us wonder how many others have replaced a wheel from a blow out and not ever realized it may have an insufficient load rating.



2016 Coach Weighing (See article p.8)

MAINTENANCE

New Owner & AquaHot

This is our first coach with an AquaHot system, what maintenance should be done annually on this system to keep it working properly beyond the diesel filter replacement once a year?

No service manual in the document box for the system other than basic operating instructions.
Joe

Here is what your Aqua Hot should do, when you turn it on and the thermostat is set on furnace:

- 1) The blower will come on to clear any fumes from the system, (from this you will smell diesel)
- 2) When the system is clear the burner will fire and begin heating.
- 3) When the temp is reached the burner will go out.
- 4) The blower will continue to clear the system of fumes. (from this you may also smell diesel)
- 5) Turn on the switch for electric (or for diesel) and you will get hot water.

This will be repeated each time heat is needed.

Your unit needs to be serviced each and every year. Most Area Rallies and both National Rallies will have Aqua Hot Techs to perform the annual service. *(be sure and make an appointment.)*

Also each and every month your unit should be run on diesel. This will help keep the fuel fresh and the injector clean.

Find your model number on a tag on top of the heater or just inside the cover depending on the model you have.
Herman

I am going to locate a certified tech in the area. The system is too complex for anyone to tinker with, good recommendation My thermostat does not have Furnace as a selectable option. I have a rocker switch for the diesel burner and a rocker switch for the electric side of the system and three manual thermostats throughout the coach which turn on the baseboard heater fans in a specific zone. My Duo-therm thermostat only controls the roof top AC units and heat pumps within them. Is that normal?

Joe

If you go to the AquaHot website you can go to the find a "Service Center," tab and it will help you locate a qualified technician. Trust me you don't want someone who's not qualified to be working on it. It will cost you in the long run.

If you go to the following forum, all they talk about are the various different brands of "Aqua" type heating and water heater systems.

<http://forum.rvhydro...r.com/forum.php>

Bob

You can get your service and parts manual here

<http://aquahot.com/Library.aspx>

Also, call AquaHot . The guys there are excellent and will give you all the info you need!!

What is AquaHot?

AquaHot is a brand name for hydronic heating placed in upper level motorhomes. AquaHot is the brand used in HR Scepter, Imperial, and Navigator motorhomes beginning about 2002. Since this was an optional item, not all those models have AquaHot. Coaches only have AquaHot if it was purchased as an add on item from the factory. Due to the space required, it is difficult to add on an AquaHot to an existing coach. The system is often located under the refrigerator or near the water supply.

An AquaHot system is a boiler type system using diesel to fire a boiler with pipes to send heat to floor level vents throughout the coach replacing a propane furnace. The "furnace" option appears on the DuoTherm control for heat and air. In addition, the system provides hot water for the coach using either electric or diesel replacing the usual propane hot water heater.

An AquaHot requires annual maintenance to run trouble free. See article to the left for suggestions.



2016 Scepter On Display at 2015 MS



2016 Navigator On Display at 2015 MS

Propane Safety



Dean Yoesting
Safety Coordinator

Propane safety was a major issue at the MS this year. Each year for the past 4 or 5 years the Chapter has offered a Propane Sniffing program for coach owners who signed up for the service. For those of you who were at the MS,

you were reminded of the concerns we had following a test of nearly 80 coaches. The sniffing crew, headed by **Jim Pease**, found nearly 38 percent of the coaches had a propane alert with the sniffer used. The sniffer that was used was very sensitive to the propane odor.

The crew found potential leaks at the tanks, the water heaters, the furnace and particularly at the cooking stoves. Since many of our propane devices are supplied to our coaches from Atwood, we contacted the Atwood Tech Support in Elkhart regarding these leaks. The tech came to the MS, presented a couple of excellent sessions and spent a lot of time rechecking coaches that had potential leaks, especially around the cook stove. We found that there is a diaphragm in the cook stove to let off a small bit of propane pressure at the regulator. This small amount of pressure release of propane could set off the tester. Just over half of the cook stoves showed no sign of propane release, but many of the stoves did show a sign of propane. This small amount of propane released at the diaphragm is acceptable according the RVIA. This does not mean that you should not be concerned about a small amount of propane in your coach, but should remind you that you have a potential for a leak.

To test for a propane leak yourself, you do not need a fancy device to monitor a possible propane leak. Go to your local camping store and purchase a bottle of special soapy liquid that you can put on the propane connection. If it bubbles, you can be pretty sure you have a leak. Obviously, if you smell propane you should immediately leave your RV until you can have the leak checked. The RV propane Gas Detector should also alert you to a possible leak.



On the other hand, a leak around the furnace, the water heater, or the tank requires immediate attention. Propane is dangerous and any leak must be taken seriously, immediately. Make sure that your RV propane testing device in your coach is working properly.

REMEMBER, these devices have a short life span, 5 to 7 years. If your coach is more than 5 years old the CO and RV Propane sensor in your coach **MUST** be replaced. Please check these devices and be sure they are current and operational.

Find - It - Now Parts Warehouse

<https://rvparts.argrv.com>

Need parts for your coach? Get OEM parts here.

(See p. 26 for more info)



No Hot Water - Atwood 10 Gal.

Having fully drained the coach for the winter, I went out today to start getting it ready for the season. While filling the water lines and the Atwood 10 gal HWH, I noticed that I wasn't getting any hot water flow. Cold water flow and pressure is good at all faucets. I tried both with city water and the onboard pump with the same results. I thought I may not have done the refill procedure right, so I drained the tank again and refilled it - same results.

So, upon further research, I think my problem may *once again* be the backflow preventer at the Atwood outflow. I repeatedly moved the bypass valve handle and smacked the outflow preventer with a rubber mallet and no joy. This will be the second time that I've had to replace the backflow preventer.

Any recommendations? (*Anyone recommending I wait until the MS obviously isn't married.*) Since I don't winterize the coach with antifreeze, but fully drain it and blow dry, one thought was to just remove the backflow preventer and straight pipe it. Anyone else do this? Also, I'd like to meet the bright one who thought to install that tiny access port to work on the back of the HWH. He surely must be very young, agile, and skinny.

Dick, '05 Endeavor

I agree with your assessment of the check valve. I have replaced a lot of them. Finally, I came across valves that are all brass, except the spring. Since using these I haven't replaced another, so far. Earlier had plastic 2 piece armatures break. In one, the spring had rusted away. We spend a lot of time in hard water areas. The access hole was just for turning the valve to winterize, not work on the rear. I've become adapt at removal and installing WHs.

I carry a ball valve to replace the back flow valve next time it breaks. Previously I reworked the plumbing with reinforced hose to make in/out easier, and allow installation of said ball valve. I believe the back flow is only valid when used to winterize w/bypass valves, not needed for daily use.

Rick, '05 Ambassador

Just cut a bigger access port and make a bigger door to cover it. Problem solved. Had the same problem with my washer dryer in the rear bathroom. They only

Topping Off Hydraulic Reservoir

I would like to top off my hydraulic reservoir in the engine compartment. My coach has in it Texaco Rando HD 46. The problem is I can not find anywhere that sells less than 5 gallons. I am now in Austin, TX. I have tried to convince someone to allow me to bring in a quart container and have them fill it with no luck. I have called RV shops, truck shops, lube suppliers, auto parts shops such as Auto Zone, and came up empty.

A few shops told me that I can use Dextron 3 ATF, available everywhere in small quantities. I am a bit nervous to try this. Could anyone give me some insight on where I may be able to buy a small quantity of the Rondo HD 46 (or equivalent) or if the Dextron 3 ATF will work.

Stuart, '08 Navigator

I've been using dexron 3 for years with no issues,

Eric, '94 Navigator

Here is a chart I found on cross reference for Texaco Rando HD 46

<http://www.hffluidpowerproducts.com/Pages/Hydraulic-Fluid.html>

Like all things in our RVs, I would think that an equivalent would do fine.

Bob, '08 Ambassador, Co-moderator

I know that the Tex Rhando 46 is AW 46 oil; and I can find it in quart containers at a Tractor Supply Store. Always great information on this forum.

Stuart, '08 Navigator

Hydraulic reservoir is the power steering fluid as listed on my '05 owner's manual. The jack reservoir is listed as RVA reservoir.

Gary, '05 Ambassador

On my coach, (not a HR), both the *hydraulic reservoir for the power steering/ power brakes* and the *RVA jack reservoir* are filled with Dexron III ATF, (automatic transmission fluid).

Mel, '96 Safari



Back of Chassis showing engine on display at 2015 MS

Do You Know?

**Truck Tires Have a Maximum Recommended Speed for Safe Driving.
Have you looked up your tires' maximum speed?**

Ramblin' Pushers 2016 Maintenance Session

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

April 28 – May 4, 2016

(Arrival Day the 28th included in Registration)

Early Parking April 27th

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

General Information

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

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

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

Need more information?

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

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

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

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

Mail registration & check or Money Order to:
Ramblin' Pushers Chapter 419
413 Walnut St., #5294
Green Cove Springs, FL
32043-3443

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

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

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

Cut Here and Return Below Registration with Check or Money Order

Names _____ HRRVC# if Applicable _____ For Office Use ID No _____
 Address _____
 City _____ State _____ Zip _____
 Phone: Home _____ Cell _____
 Email _____
 Amount Paid _____
 Check # _____
 Date Postmarked _____

Coach Make _____ Coach Model _____ Year _____ Length _____ Engine Mfg _____
 Vehicle ID Number (17 Digit No.) _____

REGISTRATION FEES: Check or MO payable to Ramblin' Pushers

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

TOTAL AMOUNT PAID (US Funds Only) \$ _____

Check, if applicable:

- First Timer
- Handicapped (Limit 19)*

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

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

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

Installing Rear Wiring for New Camera System

I just recently purchased a new four channel camera system to install on my 2002 Windsor to replace the old B/W system. The install was going well until the time came to mount the rear camera. I am having a very hard time routing the cable to the top where the old camera is located. It appears that Monaco routed the cable for the old camera inside the ceiling.

How can I route the new camera cable from the bottom chassis to the top where the old camera is located. I thought this was going to be easy but the rear of my motorhome is very tight with many supports behind the rear skin that blocks the fish wire. Has anyone ever tried this before? Any suggestions would be appreciative.

Ron, '02

Try going up in the rear closet and cut a hole in the top of the closet just behind the outside camera.
Chuck

2016 Trek

ARG debuted the 26 foot 2016 Holiday Rambler TREK built on a Ford 16,000 GVWR chassis with an expected MSRP of just above \$100,000 in February. The TREK was formerly built by Safari which ARG purchased.

<http://www.rvbusiness.com/2015/02/top-debuts-holiday-rambler-revives-trek/>



Amish Dinner Option

When to Reinflate a Low Tire?

Just want to add to the mix on a tire blow out. Many do not know at what point a tire should not be re-inflated if for some reason a tire goes low (bad valve stem, rusty wheel, etc). If a tire goes down to 60% of its max inflation rating and is driven on, it should not be re-inflated until dismounted and inspected for internal damage. Even then damage can be invisible to the eye.

The reason is a tire driven low can easily have serious damage to the casing (the belts in a tire flexed too much and cracked) and can possibly explode when being re-inflated, or shortly thereafter. I worked at a large transit company, and we experienced this numerous times. Our policy was to remove these tires from service and replaced with new after a few personnel were severely hurt. The tire may experience a "zipper fracture" to the belts without any warning, and it is devastating to anything around it when it blows. You would not believe the damage it can cause.
Norm, '06 Ambassador

In addition to Norm's comment about changing out tires that have been driven on while under inflated; if you ever suspect an overheated tire or excessively heated brake system, approach the tire from the side as best you can. Feel for the heat, if it is hot, move away. When a tire blows it blows outwardly which is perpendicular to its rolling direction. It is also deafening.

Scott, '06 Endeavor

Stop Yellowing of Headlights Permanently

Since we have recently been on the yellowing and expensive replacement of headlight lenses try this.

<http://www.rvsunscreen.com/>

Yes, we know they may be polished, but they may only be polished a certain number of times, and this is a different subject. How do we prevent the yellow in the first place? The above link is to prompt screen in Winterhaven Florida. Many of you will recognize them as the company that makes sunscreens for our windows that require no drilling or snaps for installation. They use simple suction cups.

After having my headlight lenses replaced I had them make up a set of covers for the lenses for when I was parked. Normally I place them on whenever I place on the window covers. To acquire I simply talked to the owner, who also does the design. He asked me to take some simple measurements and mail them to him with some photographs. Turnaround was about two weeks and they have worked great, easy on, easy off. I also have one that covers my touch entry keypad when parked and it has not burned out from the sun exposure for over five years now!. Previously it would last about two in our Texas sun.
LD, '01. END. '05 EXEC

MAINTENANCE

From the 2015 MS — Thanks to Gary Lewis

Pre-Trip Check List

Date: _____

Driver conducting checklist: _____

Fuel added: yes no If so, how many gallons? _____

Start Mileage _____ End Mileage _____ Traveled _____

ENGINE CHECK

- | | | | | |
|----|--------------------------------------|--------------------------|-----------------|--------------------------|
| 1) | Fluid levels, Coolant | <input type="checkbox"/> | Engine Oil | <input type="checkbox"/> |
| | Hydraulic Fluid/Power Steering Fluid | <input type="checkbox"/> | Brake Fluid | <input type="checkbox"/> |
| | All Hoses are clamped | <input type="checkbox"/> | Belts are tight | <input type="checkbox"/> |
| | No sign of leaks under the coach | <input type="checkbox"/> | | |

LIGHT CHECK

- | | | | | | |
|----|----------------|---------------------|--------------------------|--------------------|--------------------------|
| 1) | Front of Coach | Clearance lights | <input type="checkbox"/> | L & R turn signals | <input type="checkbox"/> |
| | | 4-way flashers | <input type="checkbox"/> | Hi/Lo beams | <input type="checkbox"/> |
| | | Horn | <input type="checkbox"/> | Fog Lights | <input type="checkbox"/> |
| 2) | Rear of Coach | Clearance lights | <input type="checkbox"/> | L & R turn signals | <input type="checkbox"/> |
| | | 4-way flashers | <input type="checkbox"/> | Brake lights | <input type="checkbox"/> |
| | | License plate light | <input type="checkbox"/> | Reverse lights | <input type="checkbox"/> |

SAFETY CHECK

Always conducted in a counter-clockwise direction so driver will be facing possible on-coming traffic

- Starting at the entrance door, open and close door to make sure the steps are retracting
- Check Curb-Side front tire for I,C, D (inflation, condition of the tire, depth of tread 4/32")
- Check that Curb-Side compartment doors are latched and locked
- Check windshield for cleanliness and condition
- Check windshield wiper arms, check each wiper blade
- Check Road Side front tire for I,C, D (inflation, condition of the tire, depth of tread 4/32")
- Check that Road Side compartment doors are latched and locked
- Check Road Side rear tires for I,C, D (inflation, condition of the tire, depth of tread 2/32")
- Check engine compartment cover is latched if diesel pusher
- Check Curb-Side rear tires for I,C, D (inflation, condition of the tire, depth of tread 2/32")
- Ensure levelers are up, awning and slides are in, power cord is disconnected and stowed

From Inside the coach:

- Starting at the rear, move forward making sure all equipment is secured for travel
- Make final mirror adjustments from the drivers' seat for optimal road views
- Test windshield washers for operation
- Upon startup, check for oil pressure and fuel level
- If Air Brake equipped, perform a COLA check
- If Air Brake equipped, make sure air pressure is at least 100 PSI in each tank before moving
- Before moving, do a traffic check to make sure the departure path is free from hazards

www.rvbasictraining.com

Importance of Pre-Trip Inspections

Many of us were recently in Goshen, IN, at the MS. These are good sessions with much of the focus on maintenance. In some cases the seminars focus on what maintenance to get done and when to do it. I would also like to address the point of going behind and inspecting the work that is done on our coaches.

Many people on this group are pilots and have flown extensively. I am an "old" aircraft mechanic and although I was considered very good, I never had a pilot just walk right up to my plane, strap in and take off. The pilot and crew did what was called a preflight walk around. This is a good lesson for all of us. Also as the crew chief, earlier I had done a much more extensive 65 minute preflight before the pilot ever got there.

When the pilot does his walk around, they start at the front of the aircraft and walk clockwise until back where they started. The walk around is not just visual, they tug and pull on attached objects to make sure they are secure. They check things that involve safety and in flight capabilities. Only after the walk around is complete is the pilot ready to strap in and fire it up and light the fuse.

Here is a recent story of my extensive preflight of my coach before I left to drive 700 miles one way to Goshen. I was shocked at what I found. Granted many of us may not do this, but if you get a chance to get under the coach it is amazing what you might find.

- In June of 2014 I had eight Koni shocks installed on my coach.
 - o I went under it in April 2015 and found two of them to be loose, The front left front shock and the right rear front shock.
 - o This was done by a very reputable company, I have spoken with them and they pulled the paperwork and have spoken with the mechanic.
- The last lube I had was in May 2014, and it was at the MS.
 - o When I crawled up and lubed everything this year, I found that one of the grease "zerk" fittings was completely missing in the U-joint.
 - o You cannot effectively grease the U-joints when the fitting is missing. I removed the broken fitting and installed a new one.
- While at the 2015 MS, it rained and it started to leak through my front cap in the right hand upper corner.
 - o In the morning, I crawled up to look at the marker lights.
 - I took the right hand marker light off, and it had water inside.
 - I went to the parts trailer and got a new light.
 - The new light came with a black rubber gasket, there was no such gasket on any of my marker lights.
 - No wonder there was so much caulking around the marker lights.
 - o I have to believe that these marker lights were installed by Holiday Rambler without the gasket.

Moral to the story, our coaches are big and complex. For the sake of safety and continued function it is good for all of us to "go look" whenever we get a chance at the systems and subsystems that make up our coach.

Scott, '06 Endeavor



MANUFACTURING RELATIONS WITH JOHN

Manufacturer Relations

I want to thank **George Coolidge** for his contribution to the Club in this role for the past several years. When he told me he wanted to step down from the position, I started thinking about different ways to handle this big job and decided it might be time to change the structure of the position.

I realized there were already several individuals having to deal with our manufacturers as part of the roles they played for the chapter. **Dempsey Brooks** in his role as Dealer and Service Provider Chair has traditionally had to have continuous contact with all the manufacturers. **Jerry Gerner** in his role as Scheduler for the MS has also had to establish contacts with all the same folks. The MS Event Coordinator has instances when he must contact these manufacturers for MS related issues, too. And, the President has always been deeply involved with relations with ARG.

We also have not worked with the component manufacturers as well as we might. So, based on these facts, going forward, I will chair this committee and will be the primary contact for ARG. **Jim Grossman** as the MS Event Coordinator will serve on the committee and will be the primary contact for Cummins-Crosspoint. **Jerry Gerner** already has been in contact and working with most of the component manufacturers this past year as MS Scheduler. He will expand upon that with this new role on this committee. **Dempsey** will continue with his many Dealer and Service Provider contacts, working his magic as he has always done, while serving as an integral member of this committee. I plan on making my first official factory visit to the ARG Decatur location right after the Fourth of July while on my way to the UP for the Eastern International Rally.

Now that I've set the stage for our new **Manufacturing Relations Committee**, I wanted to thank **Tim Sullivan**, CEO of Allied Specialty Vehicles (ASV) and Allied Recreation Group (ARG), for his attendance and support of this year's MS and for all the hard decisions he has had to make this year for ARG. The words that he shared with us at the Maintenance Session were very encouraging as it relates to the quality of the products ARG manufactures. It takes a lot of courage to shut down the cash register of a company by shutting down the assembly line for two weeks to cure quality issues.

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 |

John Jones, Lead

Manufacturer Liason

It was an honor for our MS to be the roll out location for the new Navigator and Scepter lines which were both well received. Our thanks also to ARG folks **Steve Heim, Giff Akins, Matt Shyrer**, who worked so hard to make the service experience at the MS a productive one, and **Joyce Arnold**, who not only made sure we had the parts truck on site this year but, along with her team, went above and beyond to make sure the parts we needed were delivered. And, of course, we could never do without the support of our old Holiday Rambler friends **Mike Snell, Scott Jacobson**, and, the one who keeps them both straight, **Teresa Jacobson**.

John Jones, Chapter President



Dempsey Brooks



Jim Grossman



Jerry Gerner



John Jones, Chair

No Power in Coach

We left Goshen this morning, and it was beautiful. However, it has rained a good share of the afternoon. We have stopped at rest area in IL on I-39 and started the generator. It ran for a time and then both roof AC's turned on. When my wife tried to start the microwave, everything stopped. Generator will start and run but no power inside the coach.

The battery compartment is wet from water coming up through, what I presume to be a vent hole as it has been there ever since we have had the coach. I suspect something has shorted out in there. I have not yet checked the main breaker or individual circuit breakers as I cannot get to them with the bedroom slide in. Any ideas?
Dale, '07 Ambassador

Dale, check the breaker on the generator.
Bob, '08 Ambassador, Co-moderator

Earlier Bob suggested you check the circuit breaker directly on the generator. That is the most likely cause of the problem. Pull out the generator and look on the panel below the oil dipstick.

Larry, '05 Endeavor, Co-Moderator

Your suggestion worked. Thanks ever so much. I do not see a post on the matter from Bob, so thanks for your message.

Dale, '07 Ambassador

Phew good to know...safe travels! God I love this group!
Joe, '07 Ambassador

Larger Tires for '01 Endeavor?

I am replacing the steer tires on our '01 Endeavor. The placard calls for 255 X 70 X 22.5 tires which are currently on the coach.

I will probably be replacing those tires with Michelin 275 X 80 X 22.5. xza 3+ 14 ply. through Michelin Advantage program. Can anyone advise me if there may be a problem with the larger size on these steer tires or must I stay with the original size tires.. I have seen this discussed before but can't find in the threads.
Tom, '01 HR Endeavor

I put 275 / 70 / 22.5 on the drive axle and stayed with 255 / 70 / 22.5 on the steering axle because of air bag rubbed at full turning
Rick, '03 Neptune

Look up the Michelin web site; then go to the various charts available. Look at the one that *shows width and height of the tires as well as the rolling circumference* of the two tire sizes.

What you need to know is will the tire touch anything when turning and while the suspension is giving, like going through a dip. The 80 series tire is going to be taller than the 70 series. The 275 is also going to be taller. Hope this will help.
JJ, '04 Imperial

I upgraded the tires on my '01 Endeavor from 255 to 275 x 70R x 22.5 and ran that size for years with no rubs or other problems
Ken, '01 Endeavor

Ready to replace steer tires on my '01 Endeavor 38WDD. Currently have 255x70x22.5 (Roadmaster RM 120 Load range "H" on when I purchased MH)) size as called for on placard. I know I have read a bulletin that the tires on this MH should be 275x70x22.5. Cannot find it again. Still trying to find if this is true or only my bad memory. Had a couple of responses that the larger tire would work. Has anyone here upsized on this year Endeavor.

Also wondering if I make a mistake putting Michelin tires on front and leaving the Roadmaster RM120 tires on drive axle for now. tires are **not aged** out (4 years old, not 5 years old 'til next year) out but one steer tire is defective. Simply don't have funds to replace all 6 at this time and don't want to spend \$\$\$ and find the two different type tires are not compatible and will cause wandering problems..Anyone have knowledge on this ?
Tom, '01 Endeavor

HR had a lot of trouble with the 255 size (blowouts, including law suits, etc) on 01 Endeavors as a result HR went to 275s on E'ndeavors in '03 models. I ran 275s on my 01 End for more than 10 years with no problems
,Ken '01 Endeavor



Lynn Yeagain,
Hospitality Chairman

'02 Endeavor Headlight

I recently purchased a '02 HR Endeavor 40PBT with yellow, cloudy headlight lenses. I can sand and buff to restore but I would rather replace them with new. I have found aftermarket replacements on line however, Does anyone know the make, model and year of the automotive vehicle HR used for this bus? Terry, '02 Endeavor

You can find a number on the lens. Google that number and it will tell you the info you requested and then you can shop.

Bob, '08 Ambassador, Co-Moderator

I also drive a 2002 Endeavor 40 PBT and my headlights have also discolored. Do you mind sharing what the costs you were seeing for replacements?

Brian, '02 Endeavor

\$400 for a pair on E-bay, I'm hoping OEM will be less

Terry, '02 Endeavor

I looked these up last fall when we were in the RV, but haven't gotten them yet. You should check the numbers on yours to make sure you get the correct ones, but mine – '99 HR Endeavor - are units made for Ford Explorers and can be gotten on Amazon for \$25.92 each side plus free shipping for orders over \$35.

Jim, '99 Endeavor

Try Amazon. I paid \$125 each new about 3 years ago.

Leo, '02 38 Endeavor

Terry, we just did this on the '05 Executive last year. Regarding parts houses, OEM, quality, price and a go to source. The largest provider of aftermarket headlights is CARiD

<http://www.carid.com/>

In fact they will have 57,000 reviews compared to Amazons' 5000. Also, if you buy them from Amazon they most likely will be their product. If you buy them from AutoZone or a part store, they will most likely be their product, and I did compare prices, the same product was more expensive at the parts house. If you buy the original manufacturers' equipment from your friendly dealership they will cost around five times more. I bought directly from CARiD.

Bob is correct on using the numbers on the headlights to do your Google search. However, mine came back as a Non-match. Strange they did not even match up when I gave the number to CARiD.

So, I was able to send them a photograph of the headlights, and they identified them as being from a Dodge 3500 Ram.

Installation varies from model to model of motorhome. On the '05 it was a challenge. Here again PJ did it at ESS in Elkhart. They also do bodywork.

As is my curse I did a lot of research on the various aftermarket manufactures before I selected. Unfortunately I did not retain my notes. But, I can tell you this, the VERY cheapest I could find were made in China (As most of them are) and the reviews on this particular manufacture said they "many times" would not fit and were distorted. One of the better rated manufacturers had three initials, I forget them but I think they were EXT or XLT or something like that. maybe somebody will know.

(Con't. in next column - bottom)



So keep in mind, there are several manufacturers of these aftermarket lenses and the cheapest manufacture is not necessarily the best manufacture. So, check your reviews on the quality of the fit on installation and level of distortion closely. A Tech CARiD May also be able to help you. LD, '01 END. '05 EXEC

Above is an example of what mine would cost on eBay, around \$70 each.



Coach Exterior Care

“The goal, is to keep your coach looking like new and preserving the exterior surfaces,” so says Chris Throgmartin, with Stone Voss LLC. As coach owners, of course, we agree with Chris, but in practice are we taking the right steps? Not always, and this seminar was a real eye opener. For example, I’ve been using Dawn dish soap to perform touch up cleaning on my coach between professional washings. It’s safe for my dishes and hands so it’s not a problem, right? As noted below, only use Dawn if planning to wax your coach.

Did you know there are two types of coach washes?

Maintenance Wash - Use Turtle ZipWax or Blue Coral liquid car soaps to preserve **current wax**

NOTE: *Never wash coach at Truckstop—they use harsh acid based cleaners that strip wax and damage clear coats and surfaces*

Pre-Wax Wash - Prior to waxing, use Dawn Ultra dish soap to strip pollutants, surface grime, previous waxes and provide better adhesion for new wax application

Roof Top - Start with your covers and work your way down to the roof surface

Slide Toppers - Use Woolite, Ivory or Dreft non-detergent soap to clean with soft bristled brush then rinse really well with water. Protect with Aerospace Fabric Guard

Waxing - Polymer based liquid waxes like Meguiars NXT and NuFinish last 3 -4 times longer than paste. Apply a liberal amount with dry microfiber applicator and then use microfiber towels to wipe off residue. One year between wax jobs. For touch ups use Meguiars Detail Spray.

Tires - Spray with Awesome and allow to soak for 3 minutes. Brush tires then spray with water until run off is clean. Protect with Aerospace 303

Wheel Rims - Coated simply wash and wipe; Non-coated use MOJO

Apply MOJO to the rim, use power drill with attachment to clean, wipe off residue then apply a coat of wax

Rubber - use Aerospace 303 cleaner, protectant, lubricant

Chrome Mirrors - REMCO

Pitting on arms

Stay on top of waxing

Keep covered when parked



The Monaco Parts Truck Ordered and Sold Parts. Thank You, Joyce Arnold for Getting the Truck to the MS!



Seen at the 2015 MS



RAMBLIN' PUSHERS CHAPTER INFORMATION

2015 Ramblin' Pushers Officers & Board



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

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



Left to Right:

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

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

2015 SPONSOR DEALER MEMBERS

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

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



Alliance Coach, Inc.

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

Alliance Coach, Inc.

5355 Mill Store Road
Lake Park, GA 31636
 Web Site: www.alliancecoach.com
 E-mail: business@alliancecoach.com
 Contact: Allan Shapiro 352-220-2800
 ashapi@aol.com
 Sales: Rick Burling 229-559-1555
 rick.burling@alliancecoach.com
 Service: Keith Frost 229-559-1555
 keith.frost@alliancecoach.com
 Services: **1, 2, 3, 4, 5, 7, 10**
 Models: Vacationer, Ambassador, Endeavor

Apalachee RV Center

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

Day Bros Auto & RV Sales, LLC

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

Giant RV - Montclair, CA

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

Giant RV - Murietta, CA

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

Mellott Brothers, Inc

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

Motor Home Specialist

100 O'Banion Way
Alvarado, TX 76009
 Web Site: www.mhsrv.com
 E-mail: djobanion@m.s.n.com
 Contact: Donny O'Banion 800-335-6054
 Sales: Mark Griffith 800-335-6054
 mark@mhsrv.com
 Service: Terry Humphries 819-790-7771
 service@mhsrv.com
 Services: **3**
 Models: Vacationer, Ambassador

2015 SPONSOR DEALER MEMBERS

Paul Evert's RV Country

3633 South Maple
Fresno, CA 93725

Web Site: www.rvcountry.com
E-mail: sales@rvcountry.com
Contact: Curt Curtis- 559-486-1000
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

83407 Highway 111
Indio, CA 92201

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

Paul Evert's RV Country

90915 Roberts Road
Coburg, OR 97408

Web Site: www.rvcountry.com
E-mail: sales@rvcountry.com
Contact: Jim Hardy gentlemanjimhardy@gmail.com
Sales: Alan Page 541-686-6044
Service: Chad Ross 541-686-6044
Services: **1, 2, 3, 4, 5, 6, 7, 8, 10**
Models: All HR Diesel Models

Paul Evert's RV Country

5111 20th Street E
Fife, WA 98424

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

PGA Auto, RV, Boat Collision

32393 Lakepoint
New Baltimore, MI 48047

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

RV World of Lakeland

940 Lakeland Park Center Drive
Lakeland, FL 33809

Web Site: www.rvworldinc.com
E-mail: mgerzeny@rvworldinc.com
Contact: 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

RV World of Nokomis

2110 Tamiami Trace
Nokomis, FL 34295

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

The R.V. Shop, Inc.

14340 S. Choctaw Ext.
Baton Rouge, LA 70819

Web Site: www.RVShoponline.com
E-mail: info@rvshoponline.com
Contact: Gerald Vince 225-272-8000
Sales: Tyson Vince 225-272-8000
Service: Briggs Vince 225-272-8000
Services: **1, 2, 3, 4, 5, 6, 8, 9, 10**
Models: All HR Diesel Models

Sicard RV

7526 Highway #20
Smithville, Ontario CANADA LOR2A0

Web Site: www.sicardrv.com
E-mail: gsicard@sicardrv.com, rsicard@sicardrv.com
Contact: Blair Sicard 905-957-3344
Sales: Roger Sicard 905-957-3344
Service: Terry Sicard 905-957-3344
Services: **1, 2, 3, 4, 5, 6, 7, 8, 10**
Models: All HR Diesel Models

Veurinks RV Center

7144 S Division
Grand Rapids, MI 49548

Web Site: www.veurinksrv.com
E-mail: rvsales@veurinksrv.com
Contact: Tim Veurink 616-965-9608
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

2015 SPONSOR SERVICE MEMBERS

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

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



Coach Supply Direct

199575 M - 205
Edwardsburg, MI 49112
Web Site: www.coachsupplydirect.com
E-mail: info@coachsupplydirect.com
Contact: Josh Leach 269-340-4965
800-589-7251
josh@coachsupplydirect.com

Services: **1, 3, 7**

Cummins Crosspoint LLC

3415 W. Coliseum Blvd.
Fort Wayne, IN 46808
Web Site: www.crosspoint.cummins.com
E-mail: ednotecd@cummins.com
Contact: Carrie Buisman 260-482-3691
Service: Carrie Buisman 260-482-3691
Services: **1, 6, 7, 8**

Cummins Onan of Elkhart

5125 Beck Drive
Elkhart, IN 46516
Web Site: www.cummins.com
E-mail: Kent.A.Hollopeter@cummins.com
Contact: Kent Hellopeter 574-361-1068
Services: **1, 3, 4, 5, 7, 8**

Custom Coach Connection

208 Charleston Lane
Maryville, TX 37803
Web Site: www.customcoachconnection.com
E-mail: Geoff@customcoachconnection.com
Contact: G.Matt@me.com 619-571-3393
Sales: G.Matt@me.com 619-571-3393
Other: Johana Matthews 619-571-3592
Johana@me.com
Services: **1, 3**

Eagle's Pride RV, Inc.

108 C Plantation Drive
Titusville, FL 32780
Web Site: www.eaglespride.com 800-552-3555
E-mail: eaglespride@yahoo.com
Contact: Mike & Joshua Thibeau 321-383-0288
Sales: Carrie Wilmer 321-383-4495
Service: Joshua Thibeau 331-383-0288
Services: **1, 2, 3, 5, 7, 8**

Elkhart Sales & Service, Inc.

27895 CR 10, Ste. "B"
Elkhart, IN 46514
Web Site: www.elkhartssi.com
E-mail: mmiller@elkhartssi.com
Contact: Marvin Miller, Pres. 574-262-9499
Service: Tom Bumpus 574-262-9499
Service: Patrick McGann 574-215-1785
Services: **1, 2, 3, 4, 9**

Glen's Tire Inc.

609 E. Waterford St.
Wakarusa, IN 46573
Web Site: www.glenstire.net
E-mail: pitstop@glenstire.net
Contact: Glen Zimmerman 574-866-1159
glen@glenstire.net
Services: **1, 2, 3, 4, 9**

Hydronic Heating Specialists

(AquaHot)
23624 Greenwood Blvd.
Elkhart, IN 46516
Web Site: www.hydronicheatingspecialist.com
E-mail: darin@hydronicheatingspecialist.com
Contact: Darin Hathaway 574-612-4826
Services: **1**

2015 SPONSOR SERVICE MEMBERS

Lee Smith, Inc.

2600 8th Avenue
Chattanooga, TN 37407-1156

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

Lloyd DeGerald Services

(AquaHot)
16754 Smithers Rd
Paron, AR 72122

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

Master Tech RV

28717 Holiday Place
Elkhart, IN 46517

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

M & M RV Electronics

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

Web Site: mmrvelectronics.com
E-mail: mmrvelectronics@yahoo.com
Contact: Mark Bayus 419-203-2827
Service: Chris Bayus 419-203-15 92
Services: **1, 3, 8**

RV Decor

5800 E. 32nd Street
Yuma, AZ 8536

E-mail: info@rvdecor.com
Web Site: rvdecor.com
Contact: Mujeeb Khan 928-550-7010
Service: mujeeb@rvdecor.com 928-550-7010
Service: Peggy Grich peggy@rvdecor.com
Service: Jerry Hulser 928-550-7010
Services: **1, 2, 3, 7, 8**

RV Systems, Inc.

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

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



Renae & Mitch Butler

**Want to Read The
Newsletter**

In Beautiful Color?

Just log into the Ramblin' Pushers
Web Site:

www.ramblinpushers.org

Look for the "Current Newsletter" Link
Read or Download the PDF Copy
Works on iPhone, Android, Tablets or computers
Take the Newsletter With You.



Ramblin' Pushers
413 Walnut Street #5294
Green Cove Springs, FL

Inside This Issue

Ramblin' Pushers - 2015 June, July, Aug. Newsletter

| | |
|---|-------|
| President's Message | 1 |
| Newsletter Information | 2 |
| Contact US | 2 |
| From 2015 MS Event Coordinator | 3 |
| Volunteers Contribute to Successful MS | 4 |
| Thank our Dealer/Service Sponsors | 5 |
| A First Timer's View of the MS | 6 |
| Coaches at the 2015 MS | 6 |
| So Much to See, Hear, Do...So Little Time | 7 |
| Coach Weighing | 8 |
| Thanks to the Folks Who Fed US | 8 |
| Interior Coach Care | 9 |
| Have an Older Coach? | 9 |
| What Every RV Driver Should Know | 10-11 |
| Navigator Round Table Notes | 12 |
| Roundtable: Ambassador, Etc. | 13 |
| Roundtable #5: Neptune, Vacationer, Etc. | 14 |
| MS Photo Collage | 15 |

Maintenance Issues

| | |
|--|----|
| • Scary & Dangerous Steer Wheel Blowouts | 16 |
| • What We Learned from Tire Blow Out | 17 |
| • New Owner & AquaHot | 18 |
| • What Is AquaHot? | 18 |
| • No Hot Water-Atwood 10 Gal. | 20 |
| • Topping Off Hydraulic Reservoir | 20 |
| • Pre-Trip Checklist | 24 |
| • Importance of Pre-Trip Inspections | 25 |
| • No Power in Coach | 28 |
| • Larger Tires for '01 Endeavor | 28 |
| • '02 Endeavor Headlight | 29 |
| • Coach Exterior Care | 30 |

Really Useful Information

| | |
|---|----|
| • Installing Rear Wiring for New Camera | 23 |
| • When to Reinflate Low Tire? | 23 |
| • Stop Yellowing of Headlights | 23 |



Safety Corner with Dean: 19

| | |
|---------------------------|----|
| ARG Information: | |
| • ARG Corporate Officers | 26 |
| • Manufacturing Relations | 27 |

| | |
|--|----|
| Ramblin' Pushers Information: | |
| • 2016 Maintenance Session Application | 21 |
| • Ramblin' Pushers Membership Form | 22 |
| • Ramblin' Pushers Past Presidents | 22 |
| • 2015 Ramblin' Pushers Officers & Board | 31 |

2015 Sponsor Dealer Members 32 - 33

- * Alliance Coach, FL
- * Alliance Coach, GA
- * Apalachee RV Center
- * Day Brothers Auto & RV Sales, LLC
- * Giant RV of Montclair, CA
- * Giant RV of Marietta, CA
- * 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
- * PGA Auto, RV, Boat Collision
- * The R.V. Shop, Inc.
- * RV World of Lakeland
- * RV World of Nokomis
- * Sicard RV
- * Veurinks RV Center

2015 Service Sponsor Members 34 - 35

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