

NW Country Coachers  
4205 SE Paradise Ct.  
Milwaukie, OR 97267

## Event Calendar

**February 16, 2010**, Fat Tuesday in Yuma, AZ  
With Jim and Angela  
jimgregory3@comcast.net or 360-600-8621

**March 18, 2010** ODR Potluck at Cathedral City,  
Mary Ann & George Storey, Rally Masters,  
mastorey726@yahoo.com

**May, 2010** CCI Texas Roundup Rally Kerrville,  
Texas, 800-537-0622

**May 21-23, 2010** Hoodsport Canal Event,  
Dana & Frank Suttell, Rally Masters,  
fdsutt@wavecable.com or 360-876-1197

**July 13—18, 2010** Lake Coeur d'Alene, Idaho  
@ Blackwell Island RV Park, Fred Dent, Rally  
Master, dent@u.washington.edu or 206-282-  
6798

**August 6—10, 2010** NWCC Pre FMCA Event,  
LaPine, OR, Millie and Ken Blodgett, Rally Mas-  
ters, rvredmill@pngusa.net or 541-447-7838

**August 11-14, 2010** FMCA Rally Redmond

**August 25-29, 2010** CCI Reunion Albany, OR

**September 24—26, 2010** Prosser Balloon  
Festival, Richard & Sibylie Beck, Rally Masters,  
sib@nu-teksupply.com or 503-399-0636

**October 8—10, 2010**—Leavenworth, WA Octo-  
ber Fest

**October 25-29, 2010** CCI Fall Party Myrtle Beach,  
SC

**November 5—7, 2010** Long Beach, WA @ Ander-  
sen's RV Park, Fred Dent, Rally Master,  
dent@u.washington.edu or 206- 282-6798



## *President's Corner*

The club has been busy once again! Our November rally at Andersen's on the Ocean in Long Beach, WA, was well attended and full of fun and business. I'll leave the details of the Long Beach Rally to the events article elsewhere in this newsletter. We had a business meeting during the Long Beach rally where the proposed By Law changes were approved. These changes conformed our

By Laws to the way we have been running the club, clarified some language and incorporated an automatic change from FMCA regarding the number of required meetings annually (just one business meeting a year is now required). We also firmed up next year's schedule of events which is posted elsewhere in this newsletter with contact information for each event. We still have one more rally in June in the advanced planning stage which we hope to be able to announce early next year. The minutes of the meeting are included in this Newsletter.

Chapter dues renewals will be coming to you via e-mail soon. Renewal dues remain the same as in the past but there will be a couple options to choose from for your new name badges that may add a few dollars to your renewal. Please read the renewal form carefully, check your club listing information for accuracy and review the section about our new name badges so we get yours just right. Our new badges will feature our new club logo (similar to the new Newsletter Mast Head), your name and 'port of call.' Your club is paying for the basic name badge at no additional cost to you. You may add a magnetic clasp and elect to have your badge mailed to you for a few extra dollars. So what do you get for your \$25 annual renewal? You get lots and lots of fun with your fellow Country Coach friends, but as with anything else, you have to participate to enjoy the fun. Your club has events planned all next year in California, Arizona, Washington and Idaho! Take a look at the event calendar to see all the opportunities to participate. We have events planned that can fit just about any schedule including vacations and weekend outings. Your dues help pay some of the costs for hosting these events, club administrative costs and your monthly NorthWest Country Coachers Newsletter. If you haven't joined us for a club event yet I encourage you to do so soon. I hope to see each of you at a NorthWest Country Coachers event in 2010.

Wishing all of you the best of this Holiday season and a wonderful NorthWest Country Coachers' New Year!

Fred K Dent, President

# HAPPY HOLIDAYS



# NorthWest Country Coachers Member's Meeting Minutes

**Date:** November 14, 2009

**Location:** Andersen's RV Resort, Long Beach, Washington

## In Attendance:

**Officers:**  
Fred Dent, President  
Russ Warren, Vice-President  
Don Schleuse, FMCA National Director  
Herb Harris, Alternative FMCA National Director  
Dana Suttell, Treasurer  
Lee Casebeer, Secretary  
Mary Lou Thun, Newsletter Editor  
Kris Casebeer, Membership Chairperson

**Members:** 33 (17 Coaches) NWCCers Club Members

The meeting was called to order by Fred at 12:50 pm

Lee took roll call in preparation of voting on Club By-Law revisions. 17 Member Coaches were in attendance.

Minutes from August meeting in Salem, Oregon were read, revised and approved as revised.

Dana Suttell gave a treasurer's report. There is \$4,975 in the checking account. She now has a debit card for club use.

Kris gave a membership report. We currently have 98 paid members of which 34 are Charter members. Our maximum membership size was 102 members last year. There are 39 names on our interested list. The interested folks receive a digital copy of our monthly Newsletter. At least 6 couples on the perspective members list have joined the club.

Mary Lou asked for articles for upcoming newsletters.

Russ mentioned Rally update details will be in each newsletter. The NW-CC-ERS Yahoo Message forum has a file section, with club information that can be downloaded. We need to notify FMCA 90 days in advance of having Rally notices in the FMCA Magazine.

Future Rallies are:

Day Socials in Yuma –Feb. 16th 2010 & Cathedral City – March 18, 2010.  
May 21 -23<sup>rd</sup>, 2010 Hoodspout, Wa at Rest-A-While. Possibly a June event in Ashland. July at Sisters-Quilting Festival; July in Coeur d'Alene, Idaho; August at Cascade Meadows in LaPine prior to the FMCA Rally. Sept.-Prosser Balloon Festival may be limited to 10 Coaches. 2<sup>nd</sup> weekend of October – Leavenworth October Fest.; Lg. Beach, Wa. in Nov. 2010  
Dana Suttell, Treasurer will be the Rally Registrar for all events.

New Name Badge order information will be sent with Club dues Renewal form.

Don Schleuse gave an FMCA report. Activities have been quiet since the July Bowling Green event. The executive director for FMCA has resigned. A committee will operate FMCA in the interim of new director being selected. Our club will provide 20 volunteers for the FMCA Rally in Redmond next August. We will staff the seminars. There will be a planning meeting April 2010 in Lacy, Wa.

Kris proposed the following people to be elected to an Officer Nominating Committee:

Dick Ekhart, Wayne Gabel, Caroline Konczey & Kris Casebeer. The membership voted to approve the committee nominees.

Fred presented proposed changes in the Club's original By-Laws. The proposals were:

1. Add "Country Coach" as the qualifying Motor Coach Manufacturer to belong to NWCCers.
2. Add member types of Associate, Commercial & Charter.
3. Clarified the terms of officers, with 2 year staggered terms.
4. Adding the Immediate Past President to the Club Executive Board. Change to one the required business meeting per year to match the FMCA change.

The members in attendance at the meeting voted to approve all proposed by-law changes.

The meeting was adjourned by the president, Fred Dent. at 2:20 pm

Respectfully submitted by:

*Lee Casebeer*

**Lee Casebeer**  
NWCCer Club Secretary

(The complete By Law changes are printed on page 6 of this publication.)

## Officer Contact List

Our Board of Directors is ready to help you at any time.

**Fred Dent**, President

[dent@u.washington.edu](mailto:dent@u.washington.edu) 206-282-6798

**Russell Warren** Vice Pres.

[Wrussell6@msn.com](mailto:Wrussell6@msn.com) 360-479-7012

**Lee Casebeer** Secretary

[lcasebeer@gmail.com](mailto:lcasebeer@gmail.com) 503-459-1332

**Dana Suttell** Treasurer

[fdsutt@wavecable.com](mailto:fdsutt@wavecable.com) 360-876-1197

**Don Schleuse** National FMCA Director

[dons2346@yahoo.com](mailto:dons2346@yahoo.com) 949-230-0390

**Herb Harris** Alt. N.FMCA Director

[pat98686@gmail.com](mailto:pat98686@gmail.com) 360-430-3697

**Mary Lou Thun\*** Newsletter Editor

[marylouthun@aol.com](mailto:marylouthun@aol.com) 360-901-5465

**David Roberts**, Past President

[kiwanisdc@gmail.com](mailto:kiwanisdc@gmail.com) 541-550-9660

**Kris Casebeer\***, Membership Chair

[kacasebeer@gmail.com](mailto:kacasebeer@gmail.com) 503-807-9936

\*denotes non-voting member



## ***Long Beach, WA gathering was a great success. . . .***

17 Country Coaches gathered over a period of 3 to 6 days for great camaraderie, food, clamming, dog walks, geo caching and more food. We have some great cooks! The weather was on again/off again so we had some sun but mostly clouds and rain. Sunday afternoon and Monday were outright stormy with very high winds, but by then most coaches had pulled out. Among the highlights:

### **GeoCaching:**

Saturday afternoon a few of us who weren't off digging clams gathered for an adventure in GeoCaching. Most of us were relatively new at the hobby so we first gathered in the club house to learn how to use the GeoCache web site and find some caches to go find nearby. After tackling some technology issues (turns out WiFi doesn't work real well inside a steel building!) we found three caches to go find in town. We were a party of 7 ranging from 6 ½ years old to . . . (let's just say most of us can still vote)! Our youngest was experienced in finding low to the ground caches from previous adventures and turned out to be just the right height to help us find two of our caches. In the world of GeoCachers those of you who don't participate are called 'Muggles' and we are to be on the lookout at all times lest we be spotted (from the Harry Potter stories – the Muggles are the common people who don't know magic – you can't let the Muggles see you perform magic!). So, since this author knows Muggles are reading this, I can't tell you any more about our finds except to say, we had a great time solving the puzzles, walking through town and walking along the Boardwalk in the wind and light rain. Much to our surprise Theo, our 6 ½ year old GeoCacher, turns out to be an accomplished Dominus Imaginarium Magica! He delighted us on our way back to our cars with many demonstrations of his extraordinary talent by producing hot cocoa and many other delicious beverages from thin air! Revealing wizards in the shiny puddles that glisten just so! Making sections of the sidewalk pick us up to fly like a magic carpet! And many other amazing magic feats too wondrous to write about! We arrived back at Andersen's just after dark thrilled and amazed in time to get ready for an impromptu pot luck dinner.

### **Clamming:**

A great learning experience (how to find, dig, clean and cook razor clams) for those willing to venture into the cold and wet during 2 evenings. There will be more members digging clams at next year's gathering because it was lots of fun and those fried clams are a yummy delicacy. Waders and rain gear are a good thing but the Schleuses braved the ocean in tennis shoes or shoes wrapped with plastic bags.



### **Dog Walk:**

This year's dog walk was another adventure to remember. The pack was small in number (and stature!) but ready for the beach challenge. A little wind, a foamy surf, a wide empty beach and lots of dead stinky things got all of our four footed friends' adrenaline going. The sniff and run was on and boy could those guys run! We had a puppy along (name withheld to protect his future) who learned a lot about how to make friends in the canine world (more specifically how not too!). No one was hurt, no one got lost, but every-



one was ready for a nap when we got home. Covington and Windsor were the worst for wear of the bunch and had to have yet another bath before nap time (bath 3 of 4 for the weekend!!) Not sure who was more tired, our canine friends or their humans who tried to outrun them!



## *It Was a Dark and Stormy Night*

After a great rally in Long Beach, Barbara and I decided to spend an extra day to dig some more razor clams. Monday arrived with rain and wind, lots of wind. We decided to forgo the clam dig as our mentors Dave and Mary Lou decided to leave the coach and return home. Barbara and I had a nice day just sitting and doing nothing but watching the rain. Did I mention the wind? Later that evening, as I was watching a real time weather station which was located a couple of miles from the campground, I would see gusts of 40 to 45MPH. Just about 9:30 we heard what sounded like the awning unfurl so we decided it was time to bring in the slides. Then the gusts were in the range of 55 plus. We were thinking about going to Tillamook the next morning so I checked the weather there and saw gusts of 80 MPH which ruled out that idea. About 11pm, I heard the dreaded words, "we have a leak". We had a nice steady drip from the front A/C unit so I removed the inside grate to take a look and found the unit filled with water which was running everywhere. Nothing to do but fill it up with towels and hope for the best.



The next morning on my return from the beach, (a nice day by the way) I noticed the shroud on the A/C was missing so that explained the leak. I found the shroud in the next field 75 yards away. Examination of it found all of the screw holes broken out. All I can figure is that due to age and vibration, the screw holes finally gave up and away the shroud went. My advice to those with older "experienced" coaches is to check your A/C for loose gaskets and check the condition of the shrouds. We were able to get both replaced at Carrier & Sons in Eugene the next day.

Don Schleuse

### **NWCCers are a diversified group:**

As of November, 2009, we have 98 members which equal 195 people members. Of that number, 34 of the original 41 are Charter Members. We have 39 on our "interested" list which includes past members and people who have shown an interest. This group receives an e-mail copy of our monthly newsletter. Please notify Kris Casebeer if you know of anyone interested in joining our club. Please also let her know if you have a change in phone number, e-mail, mailing address, etc.

### **Reminder:**

Please send in your Membership Dues Renewal and Badge Order. If you did not receive a copy from our Treasurer, Dana Suttell, please e-mail her and she'll be happy to send a form to you.



For more information and a list of U.S. Dealers visit their web site at: <http://www.linkmfg.com/catseye/catseye.html> Please remember that this article reflects my personal experience and should not be construed as a recommendation or product endorsement from Northwest Country Coachers or FMCA.  
Fred Dent

***Good luck to the Oregon Ducks as they represent the northwest at the Rose Bowl Game!***

## **Dual Axle Tire Wear**

No, this is not another article about proper tire inflation, weighing your coach, being careful not to overload your tires or the importance of maintaining proper tire inflation. I think we have all read enough Motor Home Magazine articles by now to be convinced that proper tire inflation and not overloading your motor home prevents premature tire wear, provides better handling and a more comfortable ride.

That said, one area about tire inflation that doesn't get talked about very often is how important it is to make sure that the pressure of each tire in a dual mount is the same. Even a small difference of two or three psi can affect tire wear and safety. Tire pressure determines the rolling diameter (measured from the center of the tire to the pavement) of the tire, that is the higher the pressure in the tire, the larger the rolling diameter and the larger the effective circumference of the tire so it rolls farther every revolution. So, if you have identical tires mounted in a dual axle configuration with one tire at a slightly lower pressure, then the tires don't roll the same distance each revolution causing one tire to 'scrub' the pavement. This isn't too serious with a minor difference in tire pressures but over time it will affect tread wear reducing the tread depth more on one tire than the other further causing a difference in the rolling diameter of the paired tires. Once the tires begin to wear differently there is no way to match them again and the condition will only get worse. In extreme cases (10 or 15 psi or greater difference or prolonged uneven tread wear) it may cause a tire to overheat and blowout.

Your dual tires may be fine when you start out for the day, but tires take a beating as you drive and may lose pressure. If this happens you could have a silent problem brewing without knowing about it. The most common tire to blowout on a vehicle with dual mount tires is one of the dual tires due to uneven inflation or tread wear causing one tire to overheat. So what do you do? Read on.

My first Class A had dual rear tires and was built on a Freightliner chassis which required service at Freightliner Truck Service Centers. I discovered the 'Cat's Eye Tire Pressure Monitoring System' from Link Manufacturing while my coach was being serviced at Freightliner. These units are commonly used in the trucking industry to improve tire wear and increase safety. This system mounts on the hub or lug nut of your dual mount and attaches to each tire's valve stem. Since the system attaches to the valve stems it will not interfere with your internally mounted Smart Tire monitoring system.

The system provides a single air fill attachment (much more convenient) and automatically and continuously balances the air between the tires! The system provides a visual indicator that will alert you on a walk around if the tires fall below 10 or 15% of design pressure. If one tire goes flat a check valve prevents the good tire from losing air. Each system is preset for your recommended tire inflation pressure and is available with either rubber or stainless steel clad tubing for pressures ranging from 60 psi to 125 psi. Once installed you never have to worry about your dual tire pressures not matching because the pressure balances automatically and continuously. If you lose a few pounds air pressure from one tire the pair will automatically match pressure and assure even tread wear. During your walk around a glance at your Cat'sEye will tell you if there is a problem. Coupled with a remote tire pressure monitoring system you will have better confidence about how your tires are performing.

No, I'm not a dealer for Link Manufacturing, just a happy customer after nearly 20 years relying on Cat's Eye. The units aren't cheap, but they are a lot cheaper than a blown tire! Link claims that they will pay for themselves in a year from extended tire wear (for a trucker) but for me it's one less thing to worry about. So why aren't these offered at your motorhome dealer? I don't know except that Link Manufacturing makes products for the trucking industry and doesn't market to the motorhome industry. They focus their marketing on reducing annual tire wear to reduce trucker costs. We are concerned about tire wear too, but not on an annual basis. For motorhome application, at least for me, it's a matter of convenience (easier to check and inflate dualies) and safety (we think we're diligent about tire pressures but even the best of us don't check every day).

# Northwest Country Coachers Proposed By Law Changes, 2009/2010

Approved by the general membership at the chapter Business Meeting, Long Beach, WA, November 14, 2009

**Purpose:** These proposed changes will correct minor discrepancies in the original By Laws, conform the By Laws to our current operating practice and update the membership classifications to accommodate our current membership needs.

## ARTICLE III – MEMBERS; Paragraph 5:

Delete the current paragraph:

*'5. The term "Qualifying Motor Coach," is defined as a self-propelled, completely, self-contained vehicle that contains all the conveniences of a home, including cooking, sleeping, and permanent sanitary facilities, and in which the driver's area is directly accessible in a walking position from the living quarters. The terms Motor Coach and Motor Home may be used interchangeably.'*

Replace with the following paragraph:

5. The term "Qualifying Motor Coach," is defined as a self-propelled, completely, self-contained vehicle that contains all the conveniences of a home, including cooking, sleeping, and permanent sanitary facilities, in which the driver's area is directly accessible in a walking position from the living quarters manufactured by Country Coach. The terms Motor Coach and Motor Home may be used interchangeably.

**Explanation:** The By Laws are not clear that the Qualifying Motor Coach must be manufactured by Country Coach.

## ARTICLE III – MEMBERS

### Add new paragraph 7:

#### 7. Membership Types

##### A. Voting Members

**1. Regular Member** Meets all chapter eligibility requirements and owns a Country Coach at the beginning of the dues year.

##### B. Non-Voting Members

**1. Associate** Met all eligibility criteria when joining the club but has since sold their Country Coach and currently owns a Motor Home from another manufacturer.

**2. Commercial Member** Membership in this classification is granted by the Board of Directors. Members in this classification must have either a personal FMCA membership or work for a company who maintains a Commercial FMCA membership.

**C. Charter Member** means the initial 41 members who was a member of this chapter at the time it obtained the original charter from FMCA. The voting privileges of Charter Members will be consistent with their current membership classification.

**Explanation:** This By Law change serves two purposes. First it conforms the By Laws to our current practice (Charter Members and Commercial members) and adds a new membership type to address concerns of the members.

## ARTICLE IV – OFFICERS: 2. TERMS OF OFFICE:

Delete:

*'The elected officers of this Chapter shall serve a 1 year term of office, or until their successors are elected.'*

Add:

The elected officers of this Chapter shall serve a 2 year term of office, or until their successors are elected commencing no later than January 1 of the year following their election. The terms of officers shall be staggered such that only one half of the Board of Directors is replaced each year.

**Explanation:** This Bylaws change conforms the chapter bylaws the way the Board of Directors was conceived and to reflect our current practice.

## ARTICLE IV – OFFICERS: 4. EXECUTIVE BOARD:

Delete the existing paragraph:

*'A. The officers of the chapter shall constitute the Executive Board.'*

Add the following new paragraph:

The officers of the chapter and the immediate Past President shall constitute the Executive Board. Each Board member shall have one vote. In the event of a tie vote, the President may decide the vote.

**Explanation:** This change is requested by your current president. We do not have a rotation of officers in our Bylaws (i.e. Vice President to move to President). By adding the immediate Past President to the Board of Directors we assure a smooth transition between officers.

## ARTICLE IV – OFFICERS: C. ANNUAL ELECTION:

Delete the following paragraph:

*'C. ANNUAL ELECTION: One of the business meetings shall be an Annual Meeting at which an election is held if required by a 1-year term option. The voting general membership is to elect Chapter officers, including a President, 1 Vice President(s), a Secretary, a Treasurer, a National Director, and an Alternate National Director.'*

Add new paragraph:

**ANNUAL ELECTION:** Elections will be held at the Annual Meeting to elect new officers to replace those officers whose term of office expires that year. In the event the chapter has more than one meeting during the year, the Annual Meeting shall be the meeting held closest to the end of the calendar year. The voting general membership is to elect Chapter officers, including a President, Vice President, a Secretary, a Treasurer, a National Director, and an Alternate National Director as may be required for that year.

1. In the event a board member cannot fulfill their term of office, the board may appoint a chapter member to complete the remaining term of office.

**Explanation:** This is a housekeeping change that removes reference to two meetings per year (no longer required by FMCA), and adds language that recognizes the staggered terms of office.

## Automatic ByLaw changes required by our Bylaw ARTICLE VIII - AMENDMENT OFBYLAWS:1. MANDATORY AMENDMENTS

## ARTICLE VI – CHAPTER ADMINISTRATION: 3. CHAPTER MEETINGS: B. BUSINESS MEETINGS

Delete the following paragraph:

*'B. BUSINESS MEETINGS: The Chapter must hold at least 2 business meetings each membership year at which a quorum is present. Said meetings must be at least 14 days apart and be duly announced in advance to the membership.'*

Add the following paragraph:

**B. BUSINESS MEETINGS:** The Chapter must hold at least one business meeting each membership year at which a quorum is present. Said meetings must be at least 14 days apart and be duly announced 30 days in advance to the membership.

**Explanation:** This change will conform our bylaws to the current FMCA requirements. FMCA changed this requirement from two to one meeting per year.

Approved November 14, 2009