

# *Freightliner Chassis Owners Club*

*"10th Anniversary 1995 - 2005"*

3rd Quarter 2005



[www.freightlinerchassisownersclub.org](http://www.freightlinerchassisownersclub.org)

# Freightliner Flyer



It All Starts with the  
Foundation !



The XC  
Chassis



Join the Chapter for the Post Rally @ Tucson, AZ "  
... See Pages 8 and 21 ...



Summer Time @ Gillette,  
WY. ~Wrap-up ... see  
page 17.



*Freightliner Chassis Owners Club*





## *Freightliner Chassis Owners Club Officers*



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## Dear FCOC Partners

I hope this note finds you happy and healthy and getting ready for the Christmas Holidays. (Wow isn't that a shock?) May I take this opportunity to be the first to wish you a Merry Christmas and a Happy New Year. By the time I write again it will be almost past the holidays.



This year has been a busy one for the club. We had the elections, at the Minot business Meeting, in August, and yes, I thank you for re-electing me President for another 2 year term.

I am proud to represent you, and look forward to the many exciting things coming up for FCOC. The other officers re-elected, each for a 2-year term are Vice President of Membership Chuck Belba and Priscilla Buck Secretary.

Over the last few years I have had the opportunity to work very closely with the folks at The Freightliner Custom Chassis Corporation. As many of you know, FCCC assists us at the FCOC rallies with Technical teams and seminars that help make us better safer motor home drivers. They also make minor repairs on our coaches at N/C. They also have a Freightliner basic chassis used to further educate us by discussing the systems of this product. At the major motor home conventions, they have a booth with a chassis display. We at FCOC have agreed to help staff their booth. In recognition for this effort on our part, we are given a nice denim shirt to wear during our tour of duty. Participating in the FCCC booth helps us sign up new members that otherwise would not know of this magnificent club, and introduce customers to the FCCC folks that know the chassis.

FCCC is a major factor in continuing our growth with major advertising and mail handouts. Their goal is very aggressive and I feel confident that we can meet their number of 15,000 coach members by the end of 2006. The advent of our Ambassador program coupled with FCCC efforts will make this number easily attained. Our job, all of our job, is to spread the word of the benefits of this club. I challenge each of you to bring in one (1) new member by the end of the year. We are the best club in the FMCA now we need to be larger to be able to sell and promote additional benefits for the members. The theory is that it is easier to get people to listen to us if we have 15,000 coach members than it is with 6,000 coach members.

During the business meeting I had the opportunity to present a new program from the FCCC and it's parent company, Daimler Chrysler. D/C is a business partner with TA, (Truck Stops of America.) TA truck stops has agreed to offer to FCOC members a 2 cents per gallon credit on the purchase of anything in their stores, except fuel. We build up credits with each purchase of fuel and it can be used just like cash on goods and services in any TA truck stop across America. We will be sent a plastic card, such as a Road King card from TA, except that it will be more personalized toward FCOC. The card will be sent to you using the current database of members. So I would suggest that you check and see if you are getting the newsletter, if not, then you should notify by e-mailing the membership VP if there has been any changes since the last mailing. His name and e-mail address appears in this newsletter on the inside cover. Chuck Belba.

At the business meeting, I referred to a saying that Dorothy's grandmother used. She always said, "Keep your fork". After we would eat the main course of a meal she would say, "Keep Your Fork" because the best was yet to come. She said that up until her dying day. Because the best is yet to come. Well, that is how I feel about the TA card program. It is a start and more can come. So "Keep your fork" with this program because the best is yet to come.

FCCC has teased us by telling us that they are working on a D/C insurance and finance program, and parts availability as well. Sooooo!! "Keep Your Fork" and stay tuned for more details on new programs to be announced later in the year.

In this issue is a Press Release for a new product called **FRED, FRont Engine Diesel** that will add to the membership of FCOC. So I ask you to get new members at any time you can. If you need literature of any kind, contact any officer and we will send some out immediately.

To you and all of your family, I wish you safety and to enjoy your travels across America.

Thank you and God Bless,

**Ken Hawk**



**I t's not the destination  
... it's the journey**



**THE LEADER AT EVERY TURN™**

Dear Members,

It has now been just over 4 months since Jack Conlan moved on to his new role as Sr. Vice President of Customer Service with the Freightliner Group and I entered the world of FCCC.

One of the things that I have enjoyed most about my new role is getting to know many of our customers and specifically the members of the Freightliner Custom Chassis Owners Club. In August I had the pleasure of introducing myself to a group of about 500 members in Minot ND and spending time talking to many of you individually.

Most fascinating to me is discovering that the RV lifestyle is less about enjoying the wonderful scenery and places North America has to offer and more about the special relationships this lifestyle is capable of producing. During the Minot Rally and the Owners Club meeting, witnessing the camaraderie and friendships that exists amongst our members is truly remarkable.

Freightliner Custom Chassis is very proud of the relationship we have formed with our Owners Club and remain totally committed to making the benefits of being a member even more rewarding.

Thank you for your business and your friendship.

Drive safe,

Reid Bigland





For Immediate Release  
September 1, 2005

For More Information, Contact:  
Jeff Fisher  
(503) 745-8535  
[JeffreyFisher@Freightliner.com](mailto:JeffreyFisher@Freightliner.com)

### **FCCC's Front Engine Diesel Chassis Rolls Out at the Hershey RV & Camping Show**

GAFFNEY, S.C. ... Freightliner Custom Chassis Corporation (FCCC) will roll out its new **FRont Engine Diesel** chassis, referred to as "FRED," at the 37th Pennsylvania RV and Camping Show in Hershey, Pa., September 14 through 18. This new diesel chassis will combine many of the industry-leading features of Freightliner's XC chassis with major improvements in current gas chassis offerings, all of which result in a "Best of Both Worlds" option for the customer. This new chassis, powered by a Cummins® 5.9L 300hp diesel engine, coupled to an Allison® five-speed transmission and riding on a Hendrickson® SOTFEK® parabolic leaf spring suspension, will provide RV owners with a diesel option for their favorite gas motorhome floor plan.

"We conducted numerous surveys within the industry to identify the shortcomings of current gas chassis and integrated the features that customers wanted most into our new front engine diesel," said Dean Schaper, Director of Sales and Marketing for FCCC. "The introduction of 'FRED' will offer all the advantages of a diesel-powered chassis with the ride and handling that has become synonymous with the Freightliner brand," he continued. "The time has certainly come for the introduction of this chassis, as diesel technology has made it possible to install a high-horsepower, high-torque engine up front and have the low noise level and performance that customers demand."

"Our Hershey debut is more of a 'sneak preview' for the retail customer," stated Gary Poole, RV Product Manager for Freightliner. "We will officially debut this chassis in a major way at the 2005 RVIA Show in Louisville later this year. Our intent at Hershey is to support two pilot units that we delivered to Tiffin Motorhomes® and Gulf Stream Coach® for prototyping their production coaches. Both manufacturers will have their respective units on display at Hershey.

"FRED" features include an industry-leading, 55-degree wheel cut, a lowered engine position that allows a "flat floor" in the front of the coach and eliminates the "dog house" that is present in the current gas chassis, a Hendrickson SOTFEK parabolic suspension, exclusive to FCCC, an 80-gallon fuel tank, an increase in GVW to 26,000 pounds and a Cummins ISB diesel engine with 300 horsepower and 600 lb.-ft. of torque. It will also have the service support of more than 350 Freightliner dealers, a three-year/50,000-mile warranty and the benefits of membership in the Freightliner Chassis Owners Club.

Freightliner Custom Chassis Corporation manufactures premium chassis for the motorhome, delivery walk-in van, school bus and shuttle bus markets. It is a member of The Freightliner group of companies, the leading heavy-duty truck manufacturer in North America. The Freightliner Group produces and markets Class 3 – 8 vehicles under the Freightliner, Sterling, Western Star, American LaFrance and Thomas Built Buses nameplates and is a unit of DaimlerChrysler, the world's largest commercial vehicle manufacturer.



 **Freightliner Chassis Owner's Club**  
*join today!*

**Freightliner Chassis Owners Club Membership *Renewal* Application**

Name \_\_\_\_\_ Application Date \_\_\_\_\_

Co-Pilot \_\_\_\_\_

Phone (\_\_\_\_\_) \_\_\_\_\_ Cell Phone (\_\_\_\_\_) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-Mail \_\_\_\_\_ Circle One Freightliner, Oshkosh, John Deere

Manufacturer of Motor home \_\_\_\_\_ Model \_\_\_\_\_

Year \_\_\_\_\_ Length \_\_\_\_\_ Vin # of Chassis \_\_\_\_\_

Purchase Date \_\_\_\_\_ Applicant must have a FMCA # \_\_\_\_\_

or Applied for #. \_\_\_\_\_ Application Date \_\_\_\_\_

Dues are \$10.00 per Year or 5 Years for \$45.00 US Dollars

Send to: Kathy Kyzer c/o FCCC

552 Hyatt St. Gaffney, SC. 29341

(864) 487-1700

**Note !**

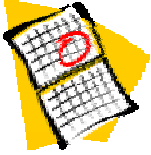
Here are the training dates for the New 2006 Camp Freightliner.



- March 20th and 21st.
- April 10th and 11th.
- May 8th and 9th.
- June 5th and 6th.
- August 7th and 8th.
- September 18th and 19th
- October 9th and 10th.



# ~Check Out the "2006" Schedule~



- FMCA's 75th International Convention

March 20,21,22 & 23, 2006

FairPlex ~Pomona, CA.~

- FCOC Post Rally "A Desert Adventure"

March 25,26,27,28 & 29,2006

Beaudry's RV Resort

Tucson, AZ



- FMCA's 76th International Convention

August 14,15,16, & 17, 2006

Lowe's Motor Speedway ~Charlotte, NC.~

FCOC Post Rally " Our Best Wheels in NC"

August 18, 19, 20, 21 &, 22nd. 2006

Charlotte, NC



Watch for ...

More information to be posted in future Newsletters



# A DESERT ADVENTURE !

FCOC Tucson AZ Rally—March 25–29 2006



Beaudry Resort and Rally Park



5151 S. Country Club Rd. Tucson, AZ. 85706

## Registration

Pilot (First Name) \_\_\_\_\_ (Name Tag) \_\_\_\_\_

(Last Name) \_\_\_\_\_

Co-Pilot (First Name) \_\_\_\_\_ (Name Tag) \_\_\_\_\_

(Last Name) \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone#(\_\_\_\_)-\_\_\_\_-\_\_\_\_ Cell Phone #(\_\_\_\_)-\_\_\_\_-\_\_\_\_ e-Mail \_\_\_\_\_

FMCA# \_\_\_\_\_ Mfg. of MH \_\_\_\_\_ Model \_\_\_\_\_

Year \_\_\_\_\_ Length \_\_\_\_\_ License. # \_\_\_\_\_ State \_\_\_\_\_

Is This Your First FCOC Rally ? \_\_\_\_\_

Will you help with: Registration \_\_\_\_ Seminars \_\_\_\_ Meals \_\_\_\_ As Needed \_\_\_\_

*We have only 200 sites reserved, So get your reservations in Now!*



Deadline: February, 15 2006 \* Make check Payable to FCOC for \$295.00 and send to:

Dr. Eugene A. Burns

4500 E. Speedway, Suite #27

Tucson, AZ. 85712

Phone (520) 326-0834

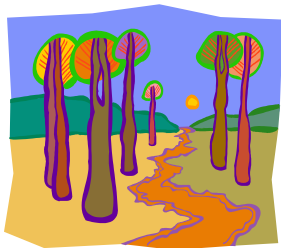
Since Bus Tours are planned, Please let us know if you are going on the bus to:



Tombstone, AZ. On Sunday 7 March 26th 2006 Yes \_\_\_\_ No \_\_\_\_

Davis-Monthan AMARK Tour March 27th 2006 Yes \_\_\_\_ No \_\_\_\_





## Caravan Into The Pomona, CA. - 2006 FMCA Convention

Charlie & Ruth Hoffstatter Caravan Organizers

Phone # 512-567-1499 or 888-218-0008

E-mail [crvacc@yahoo.com](mailto:crvacc@yahoo.com)

For many of you who have attended a FMCA convention and caravanned into the convention grounds with the FCOC in the past, Pomona will be a little different. We will be gathering at the FMCA Holding area at the convention site. Our caravan will be a SHORT trip across the parking lot to our final destination on Saturday, the 18th of March. For those that want to come in on Friday evening the 17th a \$15.00 charge will be required by FMCA and payable to the FMCA people at the will call office in the parking lot that evening. For those coming in on Saturday morning the 18th please be at the parking area at least by 10:30 AM, so we can go over information pertinent to our parking and to hand out the caravan placards for the windshields. We will hold a short meeting about 12:00 PM prior to our moving across the parking lot to our final parking area. We have been scheduled with the FMCA parking personnel to be parked at our final spot at 12:30 PM on Saturday the 18th.

The FCOC will have personnel there on Friday evening and Saturday morning to help our group get together prior to our final move on Saturday afternoon. There will also be FMCA parking attendants in the area to assist if needed.

### Directions to the Fairplex Parking area are as follows:

Coming north or south on I-210 (Orange Fwy.) take Exit 45 Arrow Highway (although it may not be numbered). Head east on Arrow Highway and proceed approximately 3.8 miles. Watch for Fairplex signs along the way. Go past Fairplex Drive and White Avenue. Turn right in to Gate 14A off Arrow Highway. There will be a very large parking lot in front of you and in there will be our staging area.

We will be looking for you !!!

CONTACT US IF YOU WILL BE GOING @ 512-567-1499 OR TOLL FREE 888-218-0008 OR AT OUR E-MAIL ADDRESS [crvacc@yahoo.com](mailto:crvacc@yahoo.com)

WE ESPECIALLY NEED TO KNOW IF YOU THINK YOU MIGHT STAY OVER NIGHT ON THE 17TH.

### NOTE:

When registering for the FMCA Convention make sure you register for General Parking Area. This will allow you to run your generator from 7:00 AM till 11:00 PM.



## **Freightliner Chassis Owners Club Business Meeting—August 17, 2005 Minot, N D**

President Ken Hawk welcomed everyone and opened the meeting at 4:35 p. m. . There were 310 members in attendance.

Ken asked Gerry DeHeer to lead us in prayer. Ken then asked for a silent prayer for the wife of Irv Steele, the founder of FCOC, who recently passed away.

Officers present were Katherine Henley - Executive Vice President, Priscilla Buck - Secretary, Pete Palasota - Treasurer, Dorothy Casada - National Director, and Roy Hopper - Alternate National Director

President Ken welcomed visitors from Caterpillar and Cummins. Ken also introduced Reid Bigland, the new President of FCCC.

Katherine Henley spoke about the rally in Gillette, immediately following the FMCA rally. She asked how many first timers were here. There was a large show of hands. Then she asked how many were going on to Gillette, again there was a large show of hands. She talked about the rally schedule, the food, games, etc. She said there would be about 15 show coaches. There would be Tiffin, Forest River, and Newmar coaches. Then she gave everyone directions to the campground. It would be about 400 miles, so an extra travel day was provided.

President Ken thanked her for that information. Next, he asked Carl Seal to say a few words. Carl is the newly elected Senior Vice President of the International Area. He mentioned if our chapter needed anything, to please let him know.

Pete Palasota gave the Treasurer's report. A motion was made to accept the report and seconded. There was no discussion, and the motion carried.

Priscilla Buck asked if she could waive the reading of the Secretary's report as it was published in the last newsletter. A motion was made to accept the report as published and seconded. There was no discussion, and the motion carried.

Dorothy Casada gave her report on the Governing Board. She reported that it was a long election day, and that Don Moore was elected the new FMCA President. She said that the next FMCA meeting would be held in Pomona, CA, March 2006, and in Charlotte, North Carolina in August of 2006. A motion was made to accept her report and seconded. There was no discussion, and the motion carried.

President Ken discussed how FCOC has grown from 1200 members in 2001, to 6000 coach families in 2005. He stated that part of the reason was due to the support of the Board of Directors and FCCC. Ken said that he has made several trips to Gaffney in the past five years to meet with FCCC management and noted that they were always interested in what they could do to help or to add more credibility to our club.

Ken described an upcoming program with Travel Centers of America (TA). TA is partially owned by Freightliner and DaimlerChrysler. TA will issue FCOC members a discount card. FCOC members will be credited a two cent per gallon discount for every fuel purchase. This credit may be used for store purchases initially, but there are plans to expand the point redemption into other areas as well.

Ken introduced Reid Bigland, the new President of FCCC. One of Reid's missions for FCCC is to leverage his experience and knowledge of the dealer network to help dealers focus on RV customers. A group was started about a month ago, consisting of some of the larger Freightliner dealers throughout the US, to understand how they can provide an enhanced level of service specifically for RV customers traveling throughout the US. Currently there are 65 Oasis dealers who have stepped up to meet this higher standard.

Reid said FCCC was doing very well, and that they have 4 core products. The primary product is RV chassis. They will build roughly 10,000 RV chassis in 2005. They also will build about 9,500 school bus chassis for Thomas Built buses, about 6,000 Federal Express and UPS chassis, and about 500 Shuttle-bus chassis. About 23,000 Sprinter units will also be assembled in Gaffney.

More ! See page 15



***It's Always Good to be Together !***



# Where You Thor?

*more*



# Friendship @ The Tent !



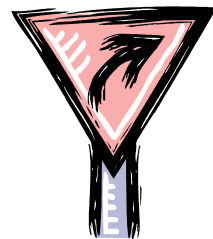
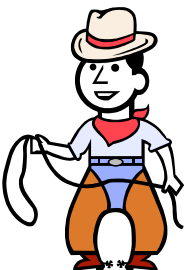
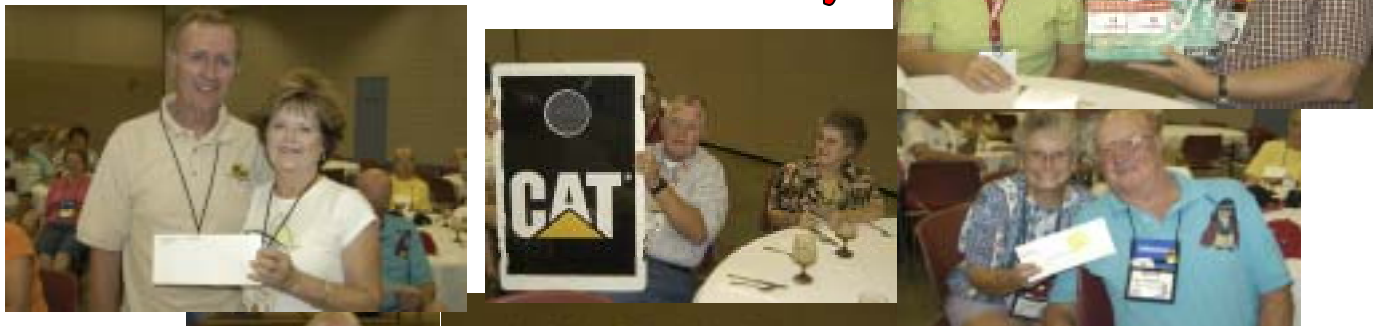
*Mid  
day  
noon!*



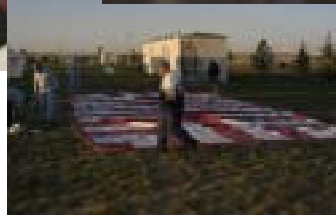
# Home on the Range ~Post Rally !



## Some of the Winners @ the FCOC Post Rally !



# Happenings @ the Rally !



*That's a Rap... from Gillette WY. !*



Reid stated that The Freightliner Group is a very profitable part of DaimlerChrysler. The commercial vehicle group will report income in the neighborhood of 2 billion dollars. DaimlerChrysler is worth more today than Ford and GM combined. In 2005 DaimlerChrysler should post a profit in the neighborhood of 7 billion dollars.

FCCC is in the process of building a one million dollar training and service facility as part of the development of a 62 acre Spartanburg Technical College, Cherokee County Campus. This facility will be located on approximately five acres of land donated to the STC Foundation as part of a commercial development project. The facility will be located just off Highway 11 at exit 92 on I-85 and should be open by the end of first quarter 2006. The facility will have six service bays, RV parking for 15 to 20 units and a dedicated classroom for service training.

Finally, Reid spoke about the new FRED chassis (FRont Engine Diesel). FRED will be unveiled in Hershey, PA within the next few weeks. FRED will provide coach builders with a viable alternative to gas powered chassis.

Next on the agenda were the by-law changes. The changes were published in the last newsletter, as well as on the club's web-site. A motion was made to accept the changes and seconded. There was a discussion and questions were answered. The motion carried.

Hal Croyts, who was representing the nominating committee, oversaw the election of the President, Vice President of Membership, and Secretary. Nominating Committee members are Ginny Belba (Chairperson), Hal Croyts, Gerry DeHeer, Bob Tomme, Ted Lokenberg, Bud Trash, Bob Reed, and Al Moore. For each office Hal announced the nominating committee's choice, and then asked for additional nominations from the floor. There were none. Hal asked for a motion to close the nominations. A motion was made and seconded. There was no discussion and the motion carried. The nominated officers were President, Ken Hawk, Vice President of Membership, Chuck Belba, and Secretary Priscilla Buck. For each office a motion was made, seconded, there was no discussion and each motion carried. The term for these officers is two years starting in January of 2006. Hal congratulated the new officers and thanked everyone for their help.

President Ken asked if there was any additional business. There was none.

Charlie and Ruth Hoffstatter were asked to stand and be recognized for a job well done finding places for Caravans to meet and stay while waiting to go into the FMCA rallies as well as leading the Caravans. Ken also announced that Charlie and Ruth would not be able to lead the Caravan in Pomona, CA, in 2006, and asked for a volunteer. Charlie will offer any assistance he can, and asked for anyone interested to please see him after the meeting.

President Ken introduced Dean Schaper and asked him to say a few words and introduce the FCCC team. Dean introduced them, and said if they could help in any way to please let him know. The Freightliner trailer and service team would be going to Gillette, Wyoming to provide service and answer questions. Ken thanked Dean and announced that Bob Tiffin would also be going to the rally and would have a service team with him to work on Tiffin coaches.

In closing, Ken mentioned that there is going to be a new column in the newsletter, called "Dealer Feedback". This column will allow club members to share their experience, good or not-so-good, at Freightliner/Oasis dealers.

President Ken asked for a motion to close this business meeting. A motion was made and seconded. There was no discussion and the motion carried. The meeting was closed at 5:50 PM.

Respectfully Submitted,

**Priscilla Buck**  
FCOC Secretary





## Protecting Your Records

Coping with the aftereffects of a disaster is difficult under any circumstance, but when vital records are lost, the trauma compounds. If you haven't done so already, take a few hours to organize your important documents and put them in a safe place. Even if you never experience a disaster, the peace of mind gained from organizing your records is well worth the few hours spent on this important task.

This section offers suggestions on which records to protect and where to put them.

### Safe Deposit Boxes & Home Safes

Two ways to protect your records and other irreplaceable items from disaster are to store them in a safe deposit box at a bank or place them in a home safe.

#### What should I store in a safe deposit box?

Store originals of records that would be difficult to replace in a safe deposit box at a bank. These boxes can be rented for about \$30 a year. Consider using a bank that is some distance from your home to decrease the chances of the bank being affected by the same disaster.

Records to put in a bank safe deposit box include:

- Birth, death, and marriage certificates
- Divorce and child custody papers
- Adoption papers
- Passports
- Military records
- Social Security cards
- Copies of drivers' licenses
- Mortgage/property deeds
- Stock and bond certificates
- Car titles
- List of insurance policies (life, health, disability, long-term care, auto, homeowners, renters), including the type, company, policy number, and name of insured
- Copies of power of attorney, living will, and other medical power
- Trust documents

#### I would rather store my documents at home than at a bank. What do you suggest?

A home safe is a convenient place to store important papers, but could it withstand a fire, flood, or tornado? At the very least, buy a safe that can withstand temperatures up to 1700 degrees. If possible, place the safe in the basement to decrease the risk of it falling through the floor in the event of a fire. Be sure to keep the safe locked at all times, and tell someone you trust where you keep the key or combination to the safe.

**For a full discussion see EarthLink Newsletter, elink #81 on Emergency Preparations.**

#### *Notes of thanks !*

*We wish to express our thanks to those who took the time to document the Minot FMCA Rally and the Post Rally "Home on the Range"  
Ron & Arlene Griffith, Rich Sadmory and Charlene Williams.*





## The Gillette Rally Report

The Cam-Plex was a great place for a rally. Their staff was a pleasure to work with from the front office to the kitchen they were there to help out.



We had 104 coaches attending, 13 coaches on display, 10 vendors and a number of special guest at this rally. Mr. Jack Conlon and his family, boy oh boy those children are growing up. Another guest was Mr. Bob Tiffin and his wife Judy. The two dealers Mr. Dan Daughery of Max's RV of Casper Wyoming and Tom Stinnett R.V. was represented by the Mr. Bob Wiegand he brought his sales crew Keith Watling and Hedggie Kyle from Indiana.

The volunteers again make everyone's job easier. Larry said the parking crews helping him were Bob Tomme, Vic Methe, John Miller and Bill Reader, a first timer pitching in and working hard. The group putting the goody bags together did a great job most of them came back to help register the coaches when they arrived. Pat Tomme, Helen Methe, Joyce Miller, Diane Hermanson, and the Woodalls Robert and Nanette.. The name badges were done by Linda Sharp she just had surgery and unable to attend but she managed to get them done and shipped to Wyoming from Florida. Get well quick and join us in Tucson in March. Thanks to all. I am sure I missed someone who worked hard please forgive me.

The ladies were treated to a question and answering session on the chassis with Ronda of FCCC. We appreciate her doing this on such short notice.

Many thanks to Ed and Jackie Laughner for getting our rally pins again and they were very nice.

Carole Gillespie was so very nice to design the corsage we made for the craft we appreciate this time she spent getting the material together and her planning. Thanks also to Midge Benedick for helping Carole direct the class. A second craft was directed by Norma Collier and they made beautiful angel pins thanks for adding this to the rally.

The Red Hat get together was well attended. The original poem was brought by Dorothy Cassida and read by Dot Hawk. Another poem was read it was brought by Charlene Williams. We all are better informed about iron on transfers from Taylor Made Designs one of the vendors who attended.

Our trip to the coal mine was enjoyed by most and I think we all learned a lot about mining. This is a really big operation in this part of the USA.

I almost forgot we had a Chuckers competition and everyone enjoyed themselves. I will take full responsibility for not having written rules for the judges to go by. If ever again you can be sure this will be done better. The big winners were Charlene Williams and Shelby Rash. The runner ups were Dan Phillips and Joyce Anderson. All got nice prizes.

Many thanks for Pete and Martha assisting Larry and I in the preparation of the rally. They spent many hours keeping the records and making sure the deposits were done correctly. And they prepared the two continental breakfasts that were served. Al and Helen Martin assisted them with this early morning job. Thanks again to Pete for taking over when my voice gave way. It was a pleasure working with you on this rally. Thanks to all who attended and we hope to see all of you and more in Tucson, March 2006.

Larry & Katherine Henley, Rally Master





**RV MAINTENANCE & REPAIR**

BRAKES \* A/C HEATING  
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***Tech Idea's ...fyi ...***



**A Better Way To  
MANAGE  
Your Exhaust Brake  
System**

### Exhaust Brake Management System

The Brake switch is said to automate exhaust brakes in diesel-powered motor homes to a full-time "on" position. Since some exhaust brake systems do not work when the cruise control is activated, the increased stopping ability provided by the exhaust brake is not available when an emergency stopping situation occurs.

According to product literature, the Brake switch works only when needed, allowing you to coast when you want to coast and to activate the exhaust brake when you desire, thus providing the protection of the exhaust brake 100 percent of the time. Once installed, all that's required to activate the exhaust brake is a tap on the brake pedal. To deactivate the exhaust brake, simply push on the throttle and return to normal driving. The Brake switch is available for \$79.95 plus shipping and handling. Be sure and identify yourself as a FMCA/FCOC member and receive a 25% discount! For more information, contact:

BrakeSwitch P.O. Box 3713 Mooresville, NC 28117 Phone: (888) 349-5414  
[www.brakeswitch.com](http://www.brakeswitch.com) Remember ... FCOC members ask for a Club discount !

**Them's The Brakes**  
**By Mark Penlerick**  
**Engineering Team Leader**  
**Blue Ox Towing Products**

Asking a few pertinent questions will help you decide whether a supplemental braking system is needed for your tow-behind vehicle. State laws usually apply to Trailers and do not directly apply to vehicles like we tow behind Motor Homes. The next section outlines the reasons we should use to determine if we need a braking system rather than letting the government decide for us.

To determine whether or not you need a braking system on your towed vehicle, consider the following:

1. How concerned about safety am I?

A. I think we all would have the same answer to this – a resounding VERY concerned! – So, let's move on to the next point.

2. Does my towed vehicle weight exceed the limitations of the braking capacity of my coach chassis?

A. This might take a little research on your part and each will be a little different, but you will find that the majority of manufacturers will limit towed vehicle weight to 1,000 to 1,500 pounds. Again, the question will likely answer itself knowing that even a small car weighs more than 1,500 pounds. OK, moving along...

3. Will I be faced with any liability if I do not have a brake installed on my towed vehicle?

A. Based on the last question you are certainly leaving yourself open to possible warranty issues on your coach if you are exceeding the specifications of your chassis. After answering all these questions in your head, you are probably leaning toward getting some type of braking system and, yes, I would recommend everyone towing a vehicle have some type of supplemental braking system. Forget what your campground neighbor told you last night; forget everything you've read or heard; in fact, forget all of the manufacturers who would love to sell you a braking system and ask yourself this simple question: What is my peace-of-mind worth to me? To quote the popular TV commercials...Priceless!

### **Take a Look**

When researching brakes, or any product for that matter, the first thing to consider is the company that makes the brake. What kind of service after the sale is available and what is their reputation for quality? The next step is to decide what type of brake is best for you and your towing set up. There are four basic systems to choose from: Air, surge, hydraulic and vacuum. Depending on your coach and towed vehicle some of the types may be eliminated right away making your choice simpler than you think.

### **Dead Pedal**

You have undoubtedly heard this term before when brakes are part of a conversation. I prefer "unassisted brake" because it sounds a little more positive, don't you think? "Dead" has such finality to it. There is absolutely nothing wrong with using unassisted braking to stop a towed vehicle. Auto manufacturers must adhere to federal guidelines for passenger vehicles that require their brakes be able to stop the vehicle without power-assist operating in the event of a power failure while using a limited amount of pedal pressure. This regulation works in the favor of supplemental braking because for one, we know the brakes are designed to operate and stop the vehicle without power; two, we know the force required to push that brake pedal is going to be consistent between differing vehicles and three, we know the force required is not huge because the regulation has limited it so that weaker drivers are able to depress an unassisted brake pedal enough to stop their vehicle in the event of a power failure.

### **Air**

Air systems will either get air from an air source on the coach or will provide their own air supply. Either way they use that air to actuate an air cylinder; which either pushes or pulls an unassisted brake pedal down.

These air cylinders can either be permanently installed, removable or part of a removable box that sits in front of the driver's seat. There is also an air system that contains an air cylinder that must be installed in the master cylinder of the towed vehicle. This system is only usable if your coach has air brakes to supply air to the cylinder. Air systems that supply their own air source can be used on any coach and any towed vehicle, while those that rely on the coach's air supply obviously are only for use on coaches with air brakes.

### **Surge**

The surge brake works based off of the forces that a towed vehicle pushes on the coach. They are mechanical in nature so there is no wiring involved except for the installation of an indicator light in the coach that tells the driver when the brakes are being applied. When the driver slows using the brakes in the coach, the towed vehicle pushes the surge brake into the receiver of the hitch. Inside the surge brake are two sets of pulleys, which act like a block-and-tackle system running at about a 5 to 1 ratio with a cable around them that is attached to the brake pedal. The harder the car pushes on the back of the coach, the more braking you receive from the surge brake. Pretty simple—huh?

### **Hydraulic**

These brakes also operate on the surge or inertia of the towed vehicle on the back of the coach. The difference here is that instead of a mechanical cable running back to the brake pedal it actually comes with a master cylinder of its own and taps into the brake lines of the towed vehicle. When the towed vehicle surges forward, the master cylinder pushes brake fluid directly to the front brake calipers thus applying the towed vehicle's brakes. Based on this explanation you can tell that this system will also work on any coach and any towed vehicle with normal hydraulically actuated brakes.

### **Vacuum**

There are several vacuum-assisted supplemental brakes on the market today. Some models require tapping a vacuum source on a gas-powered coach to supply vacuum to the towed vehicle's master cylinder. While you are towing, your towed vehicle actually has a "live" pedal or, in our case for consistency, we'll call it an assisted pedal. Other brakes actually contain a vacuum pump that supplies the vacuum needed in the master cylinder. These brakes are actuated electronically and the pedal is pulled down by the use of a cable or pushed using a vacuum cylinder. These units come as self-contained units and also as individual components for those who would like a permanent installation of the brake.

### **Feedback**

I feel it is essential to have feedback in the driver's cockpit from the brake in the towed vehicle. Most brakes come with some sort of hard-wired light or switch that must be installed in the coach. It is invaluable as it shows when the brake in the towed vehicle is being applied.

### **Conclusion**

OK, I've outlined the basic types of brakes, now all you have to do is match the features you want with the vehicles you have and you're set. Keep in mind that most brakes on the market are all good brakes. They all provide some degree of assistance. It's up to you to decide how elaborate or how simple you want the system. Your local dealer or the manufacturer can answer all of your technical questions. However, only you can answer the big one: "What is my peace-of-mind worth to me and my family?" You know the answer will be...priceless!

**Post Rally  
March 2006 !**

# **A Desert Adventure**

**FCOC Tucson Rally - March 25 - 29, 2006**



## **Saturday 3/25/06**

6:00 PM - Opening Reception sponsored by Beaudry's with Hor's D' Oeuvres and cocktail.

7:00 PM - Opening comments by FCOC President, Rally Masters, Representative from Visitors and Convention Bureau, and Beaudry Representative.

7:30 PM - Entertainment by the Tucson Chorus and Barbershop Quartets.

## **Sunday 3/26/06**

8:00 AM Coffee and Donuts a Freightliner Tent.

10:00 AM - 4:00 PM. Motor Coach Trip to Tombstone, AZ. Lunch and Activities on our own.

6:00 PM - Dinner at the Beaudry Convention Center.

7:30 PM - Entertainment by Shawn Wilson "DJ" 50's and 60's music.

## **Monday 3/27/06**

8:00 AM Coffee and Donuts a Freightliner Tent.

Through out the day - Tours of Pima Air and Space museum and Davis Monthan AMARC facility.

5:00 PM - Dinner at the Pima Air and Space Museum. (Car pool to the Museum for tours and Dinner)

## **Tuesday 3/28/06**

8:00 AM Coffee and Donuts a Freightliner Tent.

All Day - Seminars, time on your own for self-guided tours, etc.

10:00 AM - Seminar - Cheri's Desert Harvest - Prickly-Pear Cactus, From Field to Store (1 hr)

10:00 AM - Seminar - Freightliner Custom Chassis Corp.

Red Hat Society Meeting.

2:00 PM Caterpillar and Cummins engine seminars

6:00 PM - Dinner and Closing Ceremonies at the Beaudry Convention Center.

7:30 PM Entertainment - Dancing to the Sounds of The Tom Patrick Band. (Big Band Music)

## **Wednesday 3/29/06**

Departure - Arrangements can be made to stay on to participate in the many activities in the Tucson Area.

- *Watch for More Information in following Newsletters!!*





## RECOGNIZING A STROKE - A true story

A neurologist says that if he can get to a stroke victim within 3 hours he can totally reverse the effects of a stroke...totally. He said the trick was getting a stroke recognized, diagnosed and getting to the patient within 3 hours which is tough.

Susie is recouping at an incredible pace for someone with a massive stroke all because Sherry saw Susie stumble ... that is the key that isn't mentioned below and then she asked Susie 3 questions. So simple this literally saved Susie's life ... Some angel sent it to Suzie's friend and they did just what it said to do. Suzie failed all three so 911 was called. Even though she had normal blood pressure readings and did not appear to be a stroke as she could converse to some extent with the Paramedics they took her to the hospital right away. Thank God for the sense to remember the 3 questions!

### Read and Learn!

Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer brain damage when people nearby fail to recognize the symptoms of a stroke. Now doctors say a bystander can recognize a stroke by asking three simple questions:

- 1.. **\*Ask the individual to SMILE.**
- 2.. **\*Ask him or her to RAISE BOTH ARMS.**
- 3.. **\*Ask the person to SPEAK A SIMPLE SENTENCE**

(Coherently) (ie. It is sunny out today) If he or she has trouble with any of these tasks, call 9-1-1 immediately and describe the symptoms to the dispatcher. After discovering that a group of non-medical volunteers could identify facial weakness, arm weakness and speech problems, researchers urged the general public to learn the three questions. They presented their conclusions at the American Stroke Association's annual meeting last February. Widespread use of this test could result in prompt diagnosis and treatment of the stroke and prevent brain damage. A cardiologist says if everyone who gets this e-mail sends it to 10 people, you can bet that at least one life will be saved.

**BE A FRIEND AND SHARE THIS ARTICLE WITH AS MANY FRIENDS AS POSSIBLE, IT COULD SAVE THEIR LIVES.**

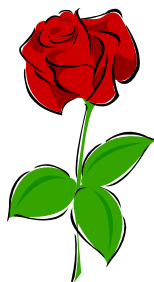
**Note !** A note to all of the FCOC members. We have all been involved with the storm in New Orleans and the surrounding area. Our hearts and wishes and prayers go out to all of those folks effected by this tragedy. You should know that the Board of Directors of FCOC have voted to make a contribution to the Salvation Army for the assistance to those helping the people in need. We have been blessed and it was their idea that we help those in need. You can be proud of your club.

**Ken Hawk**





# Ladies Craft



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