

# *Freightliner Chassis Owners Club*

*"12 Years of Great Associations ...*



4th. Quarter, 2007

# Freightliner Flyer

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

*Thanks for a Great '07!*

*Now*

*Plan Ahead for ...*



*Happy New Year*

To all in the  
*FCOC*  
Family !

*FMCA's 79th & 80th*

*International Convention at ...*

- *Pomona CA February, 2008*
- *St. Paul MN July, 2008*

*FCOC's Post Rally Schedule ...*

- *"Trails to Tucson" Beaudry RV  
Tucson AZ March, 2008*
- *"Christmas in July" Sunset Lakes Resort  
Near Quad Cities IL July, 2008*



*Merry  
Christmas*





## *Freightliner Chassis Owners Club Officers*



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## ~ President's Message ~



Dear Friends;

December 15, 2007

This is it !!! The last message I write to you as your President. I have to try and explain my feelings at this time when I am leaving. This is going to be difficult. I have so many wonderful memories and this is what is hard to write. My first thought is that Dorothy and I have met so many wonderful people during my tour of duty. I have learned from each one of you the importance of friendship. Without friends we really have nothing. Well I can tell you that we have been blessed with many friends from this wonderful club. As you continue to grow I feel confident that this new generation of Motor Homers will be the same wonderful, compassionate, friendliest folks, in the world.

Both Dorothy and I want to let you know that we really do appreciate the way you have accepted, not only me as President but Dorothy as First Lady. We have traveled from one end of the country to the other, Nova Scotia, and then to Alaska. We find not only beauty of the land, but we have met some of the finest people in the world. Motor Homers from all over are the greatest but; FCOC Motor Homers are the BEST of the 2 worlds.

Over the last year the Hawk house has had some health problems. I am here to let you know that we are on the up-side of these problems and we can see the end of problems and a new beginning. We have received so many cards, letters and prayers for the recovery of Dorothy. I can't begin to tell you how all of this has helped us through some trying times. But all is positive now and we will be on the road again with some limits. This will give us time to visit our family and hopefully see some of you all.

Before I leave office, I want to thank the people that have taken over this year where I could not attend. Bill Buck got thrown into the president's job early by having to step in for me. Bill did a fine job and I thank him for that. Then a thanks to the other officers that stepped up and helped out. What a team, WOW!!!!

I can not leave without mentioning some folks that have helped not only me but helped this club grow to the kind of club it is. From 6 years ago, Katherine Henley, past Executive Vice President, Ginny Belba, Past Secretary, Pete Palasota, past Treasurer. I thank them for their support.

Now for the present officers, Bill Buck, Executive Vice President, soon to be President, Ron Sliger, soon to be Executive Vice President. Ron has already been working on the Rally Masters Guide. Tom James Treasurer, Chuck Belba, Membership VP, Rudy Morris as VP Web-master, Bob Smellie, VP Newsletter editor, Dorothy Casada, National Director, Roy Hopper, Alt National Director, Carolyn Morris, Spiritual Leader, and Carol Julian, Care Person. The Sharps, past historians, and current historians Ron & Arlene Griffith.

Also a special thanks for all the volunteers that helped this club grow. Rally Master, Ass't Rally Masters, Captains and all the helpers that gave of their time to help at rally's and business meetings. This is the difference of this club. The many people that are willing to help. I thank you all for your continued helping hands.

To All: I personally thank each of you for your support, confidence in me, and your commitment to this club. With that being said, I know I leave you in good hands and know that you will continue to grow and continue being the finest Motor Home Club in the industry

May the good Lord be with you as co-pilot and bless you in your future travels.

Sincerely  
*Ken Hawk*  
President  
FCOC

*It's not the destination  
... it's the journey*



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#### National Director's Report ...

The International Area rally will be held in Oshkosh, WI summer of 2008. FCOC is a part of the International Area so include it in your 2008 schedule. The dates are June 12-15, 2008. Oshkosh is my hometown so I am looking forward to it and hoping to see a big turn out.. I need your support if I am to represent you well at the meeting. The Summer Convention for 2008 will be July 14-17, 2008 in St. Paul, MN. The Winter Convention in Pomona, California will be Feb. 25-28, 2008. Following it FCOC will have a post rally in Tuscon, Arizona. The post rallies give you a chance to have a good time and meet other members of FCOC.

#### International Area Rally

June 12-15, 2008  
Sunnyview Exposition Center

We will be looking for you down the road.

Dorothy Casada your FMCA National Director

### Two more Area Coordinators Announced!

- The Midwest Area Coordinators are  
Paul and Shelley Roby
- The South Central Area Coordinators are  
Rod and Brigitte Getsy

#### **Disclaimer**

FCOC is not to be held responsible for personal statements, opinions, or representations advanced in papers, chapter newsletters, web site, in discussions at any meetings or its Internet site and Discussion Forums, or the validity of statements contained in any advertisements or printed material of the FCOC chapter of the International Area of FMCA.



THE LEADER AT EVERY TURN™



THE LEADER AT EVERY TURN™

Dear Club Members,



We are busy at FCCC getting ready for the annual RVIA show in Louisville in late November. There will be introductions of units both on FRED chassis, as well as a number of new coaches on tag axle chassis. This follows the recent showing in Pomona by Gulfstream of a 45' Tour Master coach on a Freightliner XCR tag axle chassis. This is the first coach of that length to be built on our chassis. Once again, a number of new coaches will be shown on Freightliner chassis. There will be new products introduced from Tiffin, Damon, Four Winds & National RV. Last but not least, FCCC is extremely proud to announce that we have been awarded the business for a new product line from Travel Supreme built on the popular XCR chassis. This is the FCCC's first opportunity to earn some of Travel Supreme's business and hopefully our offerings will be expanded throughout their product line in the future.

Our factory service center has been busy all year. We continue to receive appreciative comments and letters from customers who use the facility. We have recently increased our throughput at the service center, allowing as many as 50 coaches per week to be serviced. I take time every week to go over to the service center and talk to customers to ensure I am hearing issues directly from the people that ride on our chassis. If you are at the service center, and come over for the daily 9:30 am plant tour, ask the tour guide to bring you by to say "Hello".

While there are many parts of the economy, such as housing, that are really struggling right now, the diesel motor home business is holding up well. Overall volume is down only slightly from last year. Growth is expected to continue in this market as baby boomers continue to pass the 50 year mark and start thinking about retirement and more leisure time.

My wife and I will set out in another motorhome over the Christmas and New Year holiday to visit Lake Okeechobee and then the Florida Keys. Getting out and testing our products is certainly an enjoyable aspect of this job!

Have a safe and enjoyable Holiday Season!

*Bob Harbin*



THE LEADER AT EVERY TURN™





## *FCOC's Communication Life Line*

We, the members of the Freightliner Chassis Owners Club, are fortunate to be able to live and travel as we do. However, our mobility often makes it difficult to keep in touch with our members. To help us keep in touch and keep members up to date, FCOC relies on our web site and the ***Keeping in Touch*** database.

Our web site, [www.freightlinerchassisownersclub.org](http://www.freightlinerchassisownersclub.org), is constantly updated to keep you informed about upcoming rallies. And, in 2008, there will be more rallies than ever. The newly established FCOC Areas are planning a number of rallies in addition to the two annual National FCOC rallies. The Southeast Area held its first rally in October and is planning two more rallies thanks to the hard work of Martin and Joetta Sherlock. Other area rallies are being planned too. The best way to know when and where area rallies are being held is to visit FCOC's web site often.

While visiting the web site you should check that your personal information is correct in the Keeping in Touch database. Our database is used to mail your Freightliner Flyer to you or to send email notification about upcoming events if you choose to receive email messages. Also, else where in this issue, there is an article describing how your motor home information may be used to inquire if you would like to participate in a field test. Please note that your personal information is kept in a secure database and will never be sold or used for any purpose other than club business.

A number of enhancements are being planned and some may in fact be implemented by the time you read this. There are occasions when the FCOC needs volunteers with specific skills such as photography, computer applications, or event planning. We hope that when you are accessing the Keeping in Touch database that you will share your skills with us.

We are also preparing to distribute the Freightliner Flyer electronically for our members who so desire. Members electing an electronic newsletter will receive an email notification that the newsletter is available including a link to the newsletter. Members must, obviously have a valid email address on file and choose to receive electronic communications (opt in) from the FCOC. These elections are on the Preferences tab of the database.

The heart and success of our club are the many members who volunteer their time and skills. There are no more important volunteers than Rally Masters or Assistant Rally Masters. Again on the Preferences tab, you may indicate if you are interested in being a Rally Master. You may also indicate if you would like to be an FCOC Ambassador as well. Information describing an Ambassador's duties are available on the Preferences tab.

Our biggest challenge is to implement e-commerce. With over five thousand dues renewals each year, and a dramatic increase in the number of rallies each year, it make perfect sense to allow on-line payment. This enhancement is the most challenging and a great deal of planning and design is still required. While we do not know the exact implementation details now, security is our paramount concern. Any implementation will be based on a secure communications design. Also, the Keeping in Touch database will be vital to e-commerce operation. To make e-commerce a reality, we need each member to assure that their information is correct.

**Please allow your club to keep in touch with you by Keeping in Touch with us. If you do not have access to a PC, you might consider using one at a library. Or, you may call the FCOC phone (972) 322-FCOC or Kathy Kyzer at (864) 487-1700 for help with updating your information.**

*Bill Buck*



# A Great Time!

## **It is Rally Time!**

The FMCA's 79<sup>th</sup> International Convention will be held at Pomona, California from 25-28 February 2008. The National FCOC rally, which traditionally follows the FMCA, will be held at Beaudry RV Resort in Tucson, Arizona. To allow a day of travel time between Pomona and Tucson, our rally dates are Saturday, 1 March through Wednesday, 5 March 2008. A rally registration form and a tentative schedule of events for Tucson are included in this Newsletter. Please visit the FCOC web site for the most current schedule of events. And, while you are there, it would be a good time to check your personal information in the Keeping in Touch database. The price for the rally will be \$310.00 per coach. Rally Registration forms must be received by the Rally Master no later than 15 February 2008, as he will be leaving for the FMCA Convention on 16 February 2008.

If you would like to arrive at Beaudry RV Resort early or want to stay beyond the rally dates, you must contact Beaudry RV Resorts Registration by calling 1-877-694-9176. The rate for early arrivals up to five (5) days and those who have reservations to stay beyond the rally dates for up to five (5) days will be approximately \$41.00 per day.

We are visiting Beaudry RV Resort during their peak tourist season, and will be limited to 150 coaches. This means you need to get your reservation in right away!! Registrations received outside of the 150 allocation will be placed on a "wait list." Should you decide at the last minute to attend the FCOC Rally, please contact Ron Sliger at (321) 543-1048.

We need a volunteer to be the Assistant Rally Master for this meeting. If interested, please contact Ron Sliger at (321) 757-0593 or by e-mail at [rsliger@cfl.rr.com](mailto:rsliger@cfl.rr.com).

## **More Rally Information**

The FMCA's 80<sup>th</sup> International Convention will be held at the Minnesota State Fair Grounds, St. Paul, Minnesota from 14-17 July 2008. The National FCOC rally will be held at Sunset Lakes Resort, Hillsdale, Illinois. Sunset Lakes Resort is a 5-Star Resort and the top-rated RV Park in Illinois. It is located approximately 340 miles (or 7 hours driving time) from St. Paul. To allow a day of travel, our rally dates will be Saturday, 19 July thru Tuesday, 22 July 2008. Additional information regarding the FCOC Rally at Sunset Lakes will be forthcoming on the FCOC web site and in the 1<sup>st</sup> Quarter FCOC Newsletter

We need a Rally Master and Assistant Rally Master for this meeting! If you are interested, please contact Ron Sliger at (321) 757-0593 or by e-mail at [rsliger@cfl.rr.com](mailto:rsliger@cfl.rr.com).



**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 an FMCA # \_\_\_\_\_ or Applied for #. Application Date \_\_\_\_\_

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

Send to: **FCOC c/o Kathy Kyzer**

**552 Hyatt St. Gaffney, SC. 29341**

**(864) 487-1700**



***HAPPY WITH NORCOLD ?***

***Now the other side of the coin ...***I read with interest the article

written by Bob & LaVerne Foerster in the 3rd Quarter, 2007 "Freightliner Flyer" with regard to the excellent service they received from Norcold when they contacted Norcold at Thetford.com. I am experiencing a problem with my Norcold refrigerator and I contacted Norcold at Thetford. com and I received the following response:

"Good Morning,

We do not have any technical information available here. You will need to have a service center properly diagnose this unit.

Sincerely,

Darlene, Consumer Service, Thetford Corp/Norcold Inc"

I then sent a second email asking if they could tell me where a technician can be located and/or forward my request to a service technician? I received the following response:

"Good Afternoon,

You can find registered service centers on the website@[www.thetford.com/customer support/service centers](http://www.thetford.com/customer support/service centers).

Sincerely,

Darlene, Consumer Service, Thetford Corp/Norcold Inc"

Needless to say my experience has been significantly different from that of Bob & LaVerne Foerster and I sent a final reply to Darlene at Norcold suggesting they change the name of their Customer Service Department to "Customer Non-Service Department." TO which, as I expected, I did not receive another reply.

Ross Hill, F298071



# Schedule 2008!

Dates	Event	Location
January 21 - 24, 2008 <b>NEW</b>	SE Area Rally	Orlando, FL
Feb. 25-28, 2008	79th FMCA Int'l Convention	Pomona, California
March 1-5, 2008	FCOC Rally	Tucson, AZ
April 8 - 12, 2008 <b>NEW</b>	SE Area Rally	Titusville, FL
June 12-15, 2008 <b>NEW</b>	Int'l Area Rally	Oshkosh, WI
July 14-17, 2008	80th FMCA Int'l Convention	St Paul, Minnesota
July 19-22, 2008	Nat'l FCOC Rally	Joslin, IL (near Quad Cities)

## ~ FCOC Business Meeting ~



*Ya'll Come !*

**Plan on being at the FCOC  
Business meeting  
at the 79th International  
Convention,  
Pomona, CA February,  
27, 2008  
at 5 P.M.  
In Seminar Room #7.**

Please be sure and check the Program Guide on arrival at the Rally for any changes.  
Looking forward to seeing all at the meeting.



## First Area Rally Held at Chumuckla's Farmers Opry



The Freightliner Chassis Owners Club first Area Rally was held in Pace Florida on October 21 2007 at the Chumuckla's Farmers Opry Campground. There were 15 member coaches in attendance. This is a rural site with everyone parked among the mighty oaks. The activities started Sunday afternoon with a social hour of beer, wine, soda and snacks and lots of friendly conversation getting to know each other. The goodie bag with many nice items were distributed. The bags contained bottle openers, note pads with calculators, eyeglass-cleaning cloths, hats, 2008 planning calendar and license plates all contained FCCC logo and were provided compliments of FCCC. The evening was spent eating a dinner of beef brisket cooked over an open fire using pecan shells with baked potatoes, vegetables and dessert. Later there were lots of visiting with friends and games.

Monday morning everyone enjoyed breakfast of eggs, sausage, biscuits, gravy, and grits with coffee and juice. We held a meeting of all attendees to discuss the area rally concept and what everyone expected the area rallies to consist of. It was a very informative meeting and lasted 2 hours. The FCCC representative, Larry Dorer arrived about noon and presented the "Know Your Chassis" Seminar. This small group received a well-presented seminar of over 2.5 hours in length and all questions were answered at the end. The smaller group made this the very best seminar ever presented at an FCOC Rally. We all appreciate Larry taking the time to attend the rally and imparting his vast technical knowledge to us. Everyone gathered at the campground and caravanned to a local establishment, Reyn's, for an all you could eat buffet dinner. No complaints on that meal.

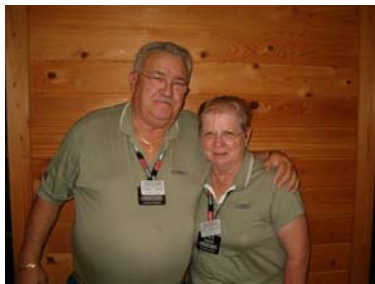
Monday night it rained all night and into Tuesday morning. This put off the practice of the Blue Angels flying demonstration at the Naval Air Station in Pensacola. As the rain let up later in the morning most everyone went places to visit and to tour local attractions. Many toured the Naval Air Museum, which is absolutely inspiring to both young and old. This museum is located on the Naval Air Station and is open to the public. It is a very large museum with both indoor and outdoor displays. The displays encompass many Naval Airplanes from WW I to present day. Many are suspended from the ceiling and many are sitting on the floor, all open for your close inspections. Tuesday evening, everyone enjoyed pizza delivered from Domino's and enjoyed more Beer, Wine and Soda. There was some pizza left over but not nearly as much as was consumed. After pizza the rain had stopped long enough to light a fire outside the recreation hall and one of the members brought out graham crackers, chocolate bars and marshmallows. Many people managed to stuff down some-mores on top of the pizza. The evening was cool so everyone enjoyed the blazing fire accented with a copper pipe filled with old hose to create many beautiful colors in the fire.

Wednesday was another free day and since the weather had cleared many left early to see the Blue Angels practice session. It starts at 8:30 Local time and with a one-hour drive to it, required an early arising. Everyone either visited local attractions or returned to the museum as it really takes a long time to see it all. Another well attended happy hour followed by a Fried Catfish dinner, compliments of FCCC, was enjoyed by all. Door prizes were awarded by playing card bingo and the first of many winners was Fred Williams. He chose the lounge chair donated by Carpenter's Campers in Pensacola. Fred posed for this picture with the chair and Martin Sherlock, SE Area Coordinator.

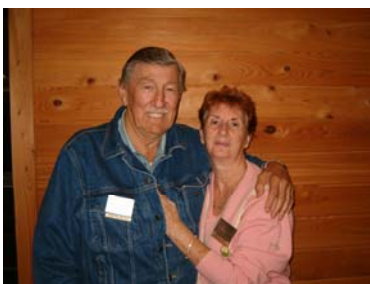
Many thanks go out to Mike and June Walker, Assistant Rally Masters. They reside in Pensacola and made all of the arrangements for this rally at Chumuckla's Farmers Opry. The Walker's were a great help with all of the detail of setting up and conducting this rally. Many thanks to everyone that assisted with all of the details of putting on this fine rally. It will live in FCOC history forever as the first area rally.

Attendees: Jill & Clint Baumann; Louis & Lavada Catrett; Hal & Linda Croyts; Tom & Judy Ebbert; Roy & Kathy Hopper; Tom & Bev Leonard; Frank & Linda Mayer; Kenneth Olson & Starleen Tawney; Martin & Joetta Sherlock; Tommy & Pat Smith; Albert Stillman & Lynnette Gerard; Joe & Mary Platt Tolton; Mike & June Walker; Fred & Diana Williams

## 1st South East Area Rally Couples



Tom & Pat Smith



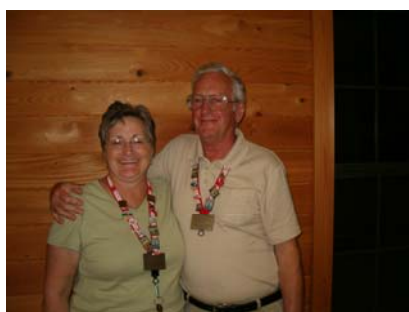
Art & Reggie Tobin



Roy & Kathy Hopper



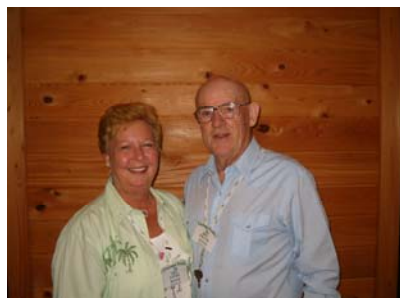
Hal & Linda Croyts



Clint & Jill Baumann



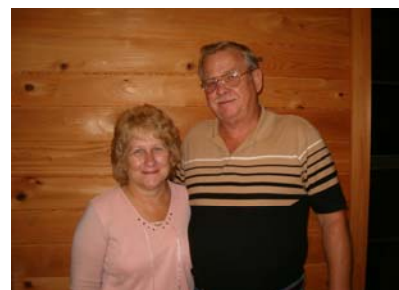
Mike & June Walker



Frank & Linda Mayer



Fred & Diana Williams



Kenneth & Starleen Tawney



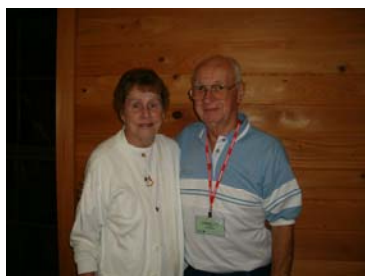
Martin & Joetta Sherlock



Tom & Bev Leonard



Joe & Nary Platt Tolson



Louis & Lavada Catrett

Sorry we are missing  
pictures of ...

Al Stillman & Lynn Gerard  
&  
Tom & Judy Ebbert ...

**Rally Dates: 1-5 March 2008 – Limited to the first 150 Coaches**

Beaudry RV Resort & Rally Park  
5151 S. Country Club  
Tucson, Arizona 85706  
Toll Free 1-877-694-9176

Pilot:

Co-Pilot:

Last Name, First Name Name, You Prefer on Your Name Tag

Will you have a guest attending our rally? If so, name and age \_\_\_\_\_

Your Current Address:

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP Code: \_\_\_\_\_

Primary Phone # \_\_\_\_\_ Cell Phone #: \_\_\_\_\_

Your E-mailAddress:

(Registration confirmations will be sent to the e-mail address listed above, otherwise confirmations will be mailed.)

[illegible]

**If you are arriving early or want to stay beyond the rally dates, you must contact Beaudry RV Resorts Registration by calling 1-877-694-9176. The rate for early arrivals up to five (5) days and those who stay beyond the rally dates for up to five (5) days will be approximately \$41.00.**

[illegible]

In order to recognize any special events in your life occurring during the rally, e.g., birthdays or anniversary, please indicate the event and the date:

Please specify any special meal requirements:

Is this your first FCOC Rally? Yes \_\_\_\_\_ No \_\_\_\_\_ Do you require Handicap Parking? Yes \_\_\_\_\_ No \_\_\_\_\_

Will either you or your co-pilot attend the Red Hat Tea: Yes \_\_\_\_\_ No \_\_\_\_\_

[illegible]

Would you volunteer to be a Rally Master or Assistant Rally Master for future rallies? Yes \_\_\_\_\_ No \_\_\_\_\_

**NOTE: We need “Captains” to head up the support teams to make the Tucson Rally at Beaudry RV Resort a success. Would you volunteer to be one of our “Captains?”** Yes No

[illegible]

**Reminder. The FCOC Rally at Beaudry RV Resort is limited to 150**



Please make your check payable to FCOC for \$310.00 and Mail to: Ron Sliger, 5261 Palomino Drive, Melbourne, FL 32934-7892, Telephone: (321) 757-0593

**Deadline for registration forms to be received is Wednesday, 15 February 2008**

## PARTS REQUEST

I request Freightliner parts for pick-up at Tucson Rally, March 1, 2008

Name: \_\_\_\_\_ FMCA # \_\_\_\_\_

Coach Mfg: \_\_\_\_\_ Model: \_\_\_\_\_ Engine: \_\_\_\_\_

Engine Number, if available: \_\_\_\_\_ VIN Last 6 digits \_\_\_\_\_

Filter Number: Air: \_\_\_\_\_ Oil: \_\_\_\_\_ Fuel: \_\_\_\_\_

For elective service (of one hour or less) you must sign up with the Freightliner Service Team at Tucson after you arrive at the rally.

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## PARTS REQUEST

I request Freightliner parts for pick-up at Tucson Rally, March 1, 2008

Name: \_\_\_\_\_ FMCA # \_\_\_\_\_

Coach Mfg: \_\_\_\_\_ Model: \_\_\_\_\_ Engine: \_\_\_\_\_

Engine Number, if available: \_\_\_\_\_ VIN Last 6 digits \_\_\_\_\_

Filter Number: Air: \_\_\_\_\_ Oil: \_\_\_\_\_ Fuel: \_\_\_\_\_

For elective service (of one hour or less) you must sign up with the Freightliner Service Team at Tucson after you arrive at the rally

**RETAIN THIS PORTION AS YOUR COPY**







Central Florida Fairgrounds  
4603 West Colonial Drive  
Orlando, FL 32808  
(407) 295 - 3247

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

January 21 - 25, 2008

Reggie and Art Tobin, Rallymasters  
**Rally Registration Form**

Pilot (First Name) \_\_\_\_\_ Last Name \_\_\_\_\_

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

Address \_\_\_\_\_ City \_\_\_\_\_ St. \_\_\_\_\_ Zip \_\_\_\_\_

Phone # (\_\_\_\_) \_\_\_\_ - \_\_\_\_ Cell # (\_\_\_\_) \_\_\_\_ - \_\_\_\_ E-mail \_\_\_\_\_

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

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

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

Will you participate in Golf \_\_\_\_\_ Craft \_\_\_\_\_ Red Hat Tea \_\_\_\_\_ Book Swap \_\_\_\_\_ Flea  
Market \_\_\_\_\_ Yankee Swap \_\_\_\_\_

Can we count on your assistance with Registrations & Parking \_\_\_\_\_  
Meal Setup & Cleanup \_\_\_\_\_ Happy Hours \_\_\_\_\_ Door Prizes \_\_\_\_\_ Where Needed \_\_\_\_\_  
*We Have 200 Sites Reserved. Get Your Reservations In Now!*

Registration Deadline 11 January 2008 in my mailbox at  
Martin & Joetta Sherlock  
2922 45<sup>th</sup> Avenue NE  
Naples, FL 34120-8410  
(239) 304-2061

[Fluffymozart@aol.com](mailto:Fluffymozart@aol.com)

**Second Area Rally**

**Send Registrations Early**

FCOC / Type A Freightliner Chassis rally fee per coach with two people is \$170.00 \$ \_\_\_\_\_  
FCOC / Type A Freightliner Chassis rally fee per coach with one person is \$120.00 \$ \_\_\_\_\_  
Each extra person in the coach is \$55.00 # persons \_\_\_\_\_ \$ \_\_\_\_\_  
FMCA Non Freightliner Chassis rally fee per coach with 2 people \$215.00 \$ \_\_\_\_\_  
FMCA Non Freightliner Chassis rally fee per coach with 1 person \$165.00 \$ \_\_\_\_\_  
Total amount enclosed \$ \_\_\_\_\_

**Make all checks payable to Freightliner Chassis Owners Club Southeast Area or FCOC SEA**

**If you E-mail the registration form, you still need to send the check by mail. Must be in my mailbox by January 11, 2008.**

**Cancellations received after deadline may be subject to a 15% fee**



Central Florida Fairgrounds  
4603 West Colonial Drive  
Orlando, FL 32808  
January 21 – 25, 2008  
Rallymasters – Reggie and Art Tobin



- Three Catered Meals – two dinners and one full breakfast.
- Two Continental Breakfast – Coffee, Juice, bagels with butter and cream cheese, muffins, Danish – Prepared and served with member volunteers
- Arrangements are being made to go out for dinner twice in groups at local restaurants, pay your own bill.
- A lunch wagon will be on the grounds every day serving hot and cold sandwiches and drinks.
- Three happy hours with beer, wine and soda provided by club and snacks provided by members
- The first full day will be a technical day. Freightliner Custom Chassis Corporation will provide seminars. Seminars are being arranged from Cummins, Caterpillar, Goodyear and others as we can get them. Freightliner will have a chassis and their parts trailer on site for the first 3 days.
- Plans are being made for a golf game, craft project, and a red hat tea.
- Many local attractions and shopping are available that you might want to spend a day at.
- Door prizes will be raffled and goodie bags for everybody.
- Red Hat Tea.
- Book Swap – Bring your read books.
- Craft Project
- Flea Market – Bring your no longer used items to sell.
- Round of Golf at a local course.
- Yankee Swap – Each entrant will need to bring a **NEW GIFT** to Exchange. Price range is \$8.00 to \$12.00 wrapped or in a brown paper bag. Suggestions are; bottle of wine, small household tool, pound of gourmet coffee grounds, room scents or etc. Use your imagination on these gifts.



### 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:

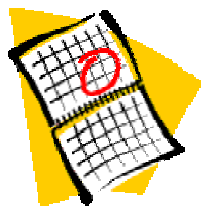
BrakeSwitch P.O. Box 3713 Mooresville, NC 28117 Phone: (888) 349-5414  
www.brakeswitch.com Remember ... FCOC members ask for a Club discount !

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

**Order Now !!**

## *Let's Plan for the Rally in 2008*

Caravan Into The Pomona, CA. - 2008 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 have negotiated with FMCA officials to rendezvous in an area of the main FMCA parking lot. Our caravan will be a SHORT trip across the parking lot to our final destination on Saturday, the 23rd of February. For those that want to come in on Friday evening you will need to stay overnight in the FMCA Holding Area. A \$15.00 charge is required by FMCA and payable to the FMCA people at the Will Call office in the FMCA Holding Area that evening. When coming in on Saturday morning the 23rd please be at the parking area (Gate 23) at least by 11:00 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 11:45 AM 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 23rd.

The FCOC will have personnel there at (Gate 23) on 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 FMCA / Fairplex Parking area are as follows:

Coming north or south on I-210 / SR57 (Orange Fwy.) take Exit 24B 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 23 off Arrow Highway. There will be a very large parking lot in front of you and in there will be our staging area.

If you are going to stay overnight, in the FMCA Holding Area, prior to coming in on Saturday morning, that turn will also be off of Arrow Highway before you get to Gate 23, watch for the FMCA Holding Area signs. When you leave the FMCA Holding area on Saturday morning you will go back out to Arrow Highway and turn right and proceed southeast to Gate 23.

***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)

When you contact us please give us either an e-mail address or cell phone number so we can contact you if necessary. No matter how hard we try there are times when information changes.

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.

## ARE YOU INTERESTED IN YOUR COACH BEING USED AS A TEST BED?

From time to time, we have received inquiries from Freightliner, Allison, Michelin, Goodyear, Caterpillar and Cummins asking if we would have any members interested in having their coaches used to test a particular product before it is placed into commission on a chassis, or offered to the public.

Usually, these corporate requests involve equipment, tires, etc., that pertains to a specific coach, model or tire size. While we have always been eager to assist these corporate endeavors, we usually cannot identify which member of the FCOC has the coach needed to conduct the testing. Thus, many real opportunities are wasted because we do not have the necessary information in our database.

Now, you might be wondering how to be considered should an opportunity arise in the future, and I will tell you because the answer is simple. You have already read about it in the quarterly Freightliner Flyer, and heard Ken, Bill and Chuck talk about the program at our rallies. It is called **"Keeping in Touch."**

✦ All you have to do is go into the database at our website, which is **freightlinerchassisownersclub.org**, go to **membership** and click on the **"Keeping in Touch"** button.

✦ The first time you access your membership profile, the **password** is your five character zip code or your seven character (includes space) postal code. You should change your password once you have logged into the system. Once logged in, you must update your information in each of the categories across the top of the screen. Most important, please remember to **click** 'Save & Continue' after you have made changes under any of the categories.

We know from accessing our **"Keeping in Touch"** database, that only about 25% of our membership has opened their record and updated their information since its inception. This means among other things that 75% of you are missing an opportunity to have your coach used as a test bed for new equipment. My recommendation is to update now, and review the information on a quarterly basis because you never know when an opportunity will arise. If you review your information on a quarterly basis, the database will tell us that your information is up to date, and you are available to participate in corporate test bed programs. What is simpler than that?

Ron Sliger





*Direct from FCCC*

We would like to bring our

# **Sent to Marketing 11/09/07**

readers up to speed with the new EPA07 engines and how our engine suppliers meet them. With this information you will gain knowledge on what these emissions regulations mean, how they are achieved and what you need to do.

## **Top five things to know about EPA07 engines:**

### *Mandates NOx and Particulate Matter Levels be Reduced*

Just as catalytic converters were added to passenger cars in the 1970's, fuel requirements were changed to protect the device by removing lead from gasoline.

Diesel engines manufactured after December 31, 2006, are required to meet the new EPA '07 emissions standard. This standard includes a reduction in nitrogen oxides (NOx) emissions to 1.1 g/bhp-hr (over 50% reduction) as well as a reduction of particulate matter emissions to .01 g/bhp-hr (90% reduction). The existing Exhaust Gas Recirculation (EGR) system will be optimized to meet the low NOx requirements. The particulate matter, which consists primarily of soot and ash, will be reduced through the use of an Aftertreatment System.

### *New Aftertreatment device Replaces Muffler*

A new Aftertreatment Device (ATD) will be installed in place of the current muffler. The device includes a Diesel Oxidation Catalyst (DOC) and a Diesel Particulate Filter (DPF) used to remove particulate matter from the exhaust gas. Exhaust heat is used to burn-off the Particulate Matter collected in the DPF through a process called regeneration. A small amount of residual ash remains after regeneration that must be cleaned periodically. Engine manufacturers recommend that ash be cleaned from the DPF every 200,000 to 400,000 miles, depending on duty cycle and application.

### *Regeneration Process Eliminates Particulate Matter*

There are three types of Regeneration – passive, active and stationary.

Passive Regeneration takes place when exhaust temperatures exceed approx. 300-degrees Celsius. This process does not affect engine performance and is transparent to the driver.

Active Regeneration takes place when exhaust temperature is insufficient to achieve passive regeneration. Engine electronics automatically activate the intake throttle and/or the fuel doser to raise exhaust temperature and achieve successful regeneration while the vehicle is in motion.

Stationary Regeneration – Expected to be necessary in very few customer applications. This process requires the vehicle to be parked while a driver or maintenance technician initiates the regeneration process.



### New fuels and Lubricants Required in 2007

Ultra Low Sulfur Diesel (ULSD) is required for use in all 2007 heavy and medium-duty diesel engines. Further, engine manufacturers recommend that Low Ash Engine Oils be used as well. Available in October 2006, ULSD is 15-ppm diesel fuel that can be used in all diesel engines, has the same level of lubricity, but will have slightly less energy than fuel currently used.

The oil manufacturers will produce a new oil formulation (CJ-4) with less than 1.0 wt. % sulfated ash to help extend the ash maintenance cycles for the Diesel Particulate Filter. Low ash engine oils will also be usable in all diesel engines. Because burnt oil is the primary source of ash in the exhaust of a vehicle, low ash engine oils will contain less than 1% ash.

### Aftertreatment System Technology to Change exhaust Systems

All of the piping will be stainless steel and a stainless steel bellow will replace strip-wound flex pipe between the turbo-charger and the Aftertreatment System. The distance between the turbo and the ATD is important to maintain the exhaust temperatures required for a passive regeneration. This piping is part of the EPA certification and should not be altered or modified. Piping between the Aftertreatment System and the exhaust pipe is also critical due to higher exhaust gas temperatures and increased back-pressure and should not be modified or tampered with.

### **Top Questions About EPA '07:**

#### **Q: Will underhood temperatures run hotter due to the new Aftertreatment System?**

A: No, the underhood temperatures will be no different than previous model year engines. In fact, the ATD is specifically designed to be no hotter than the muffler.

#### **Q: What happens if I don't use ULSD?**

A: Vehicles in the 2007 model year are being developed and engine control systems are being calibrated for the new fuel. Using the wrong fuel will impair the diesel particulate filter and could lead to failure of the engine's Aftertreatment System. For pre-2007 model year vehicles, there is an option of using either ULSD or higher sulfur fuel.

#### **Q: What happens if I don't use the new CJ-4 oil?**

A: CJ-4 contains less than 1% ash which is key to achieving maximum diesel particulate filter cleaning intervals. The higher ash content of current oils will increase the ash loading of the DPF and reduce cleaning intervals, however, testing on cleaning intervals is continuing.

#### **Q: How often is Diesel Particulate Filter maintenance required?**

A: The ash that accumulates in the filter will eventually cause an increase in exhaust back pressure. Engine software will constantly monitor the ash accumulation. For most vehicle applications and duty cycles, this should occur after approximately 200,000 miles of operation. Long idle times and short distance drives will shorten this cycle and cleaning may be required in less than 200,000 miles.

This concludes the basic knowledge of the new EPA07 requirements and how our engine suppliers along with FCCC are meeting them.

### **Dealer Survey !**

**We need your Responses ! .... Watch for them to be Posted on the FCOC Web Site.  
See the Dealer Form Posted on the FCOC Web Site.**

## **FTL Dealer Survey**

**Take a minute and fill out a dealer survey**

**[www.freightlinerchassisownersclub.org/what's\\_new.htm](http://www.freightlinerchassisownersclub.org/what's_new.htm)**

# Vehicle Vibrations: Causes, Diagnosis, and Solutions

There it is, your newest toy. It looks great; it smells great; it's got the horses, and every bell and whistle known to man. It is PERFECT! Well, almost PERFECT. There's this annoying little vibration that you can feel in the driver's seat, or that causes the dishes to rattle in the cupboard, or maybe even rattles your teeth. It must be those \*&%\$@? tires. Maybe.....or maybe not.

What is a vibration? The formal definition includes things like "a variation in some parameter" and "over relatively regular intervals", and talks about amplitude and frequency. For you, something is shaking, and that something shouldn't be! It's moving back and forth, and maybe making other things move with it, as well.

OK, let's look a bit further. The seat, or your visor, or the dishes, we not suddenly possessed by some quaking demon and didn't just take a notion to start shaking of its own free will. Something caused it. Something caused the floor to shake, which caused the cabinet to shake, which caused the dish to shake. What really happened was that some source of a repeated force input found the one (or more) item in the coach that happened to "resonate" at just the exact frequency of that input. Just as an opera singer can break a crystal glass with her voice, a vibrating source may find the perfect frequency to excite the visor, the window blinds, the steering wheel, or even the seat where you sit.

Frequency is measured as something happening so many times per second. The unit of measurement is called a hertz. One hertz means one time per second. Radio and light waves are measured in kilo-hertz ( 1000 hertz) or mega-hertz (1,000,000 hertz). However, few mechanical things "vibrate" that fast. At 60mph, your tires turn between seven and twelve time per second (7 – 12 hz). If your coach has a 3.73 rear end, the drive shaft is turning 3.73 times the tire rotational frequency or about 25 – 44hz. Don't forget the engine revolutions per minute. Let's see.....1800 rpm is 30 revolutions per second.

If that vibration you feel (hear) is above 15hz, look at the engine, transmission, u-joints, drive shaft or differential. If it is below 20hz look "behind" the differential. Tires, right? Maybe.....or maybe not.

There are a whole bunch of things turning below 20hz. i.e. axle shafts, brake drums, hubs, wheels, wheel covers, tire pressure monitoring hardware, and of course tires. Wow, where do we start?

Start with your body or chassis manufacturer! They know their product, and who best to diagnose and solve the problem. Your report to them should include the following:

- Where/when you feel or hear the vibration
- At what speeds or ranges of speeds it occurs
- Whether it is constant or comes and goes
- Only during acceleration or deceleration
- Since day one, or appeared later
- Any changes or additional equipment since the coach was delivered to the dealer
- How long was the coach at the dealer before you took delivery

They may handle your case directly, or refer you to one of their service centers, who may then or subsequently redirect you to a tire dealer. If you go directly to the tire dealer before contacting the body or chassis manufacturer, you may complicate or delay any warranty settlement if the problem is something other than tires.

Although it is quite often not tires, let's look at what part tires may play in vehicle vibrations. Tires are "black and round". Well, maybe not perfectly round. They are molded in steel and rubber, and later mounted and inflated on a wheel which may not be perfect either. All pneumatic tires contain some geometry, density, and flexibility variations. These are usually quite small and do not excite resonances in most vehicles. However, should your particular vehicle be overly sensitive to these small inputs, or if a tire contains excessive variation, the vehicle, or some part of it will shake.

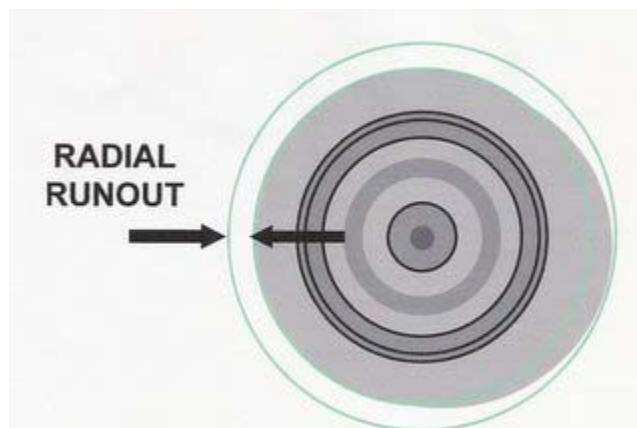
Most people, and most tire dealers as well, will look at tire/wheel assembly balance first. While this is the best place to start on your car tires, it is quite secondary to geometric variation (radial runout) on truck tires. The typical truck tire has about 1/3 the variation in balance that it has in radial runout, so let's address radial runout first.

## Radial Runout

For radial truck tire/wheel assemblies, such as use on your motorhome, the average radial runout is about 0.057", or just less than 1/16". It is not unusual for these measurements to run as high as 0.090" or 3/32" with no ride problems. Experience tell us that when a vibration complaint is lodged, the assembly runout of at least the steer axle needs to get to or below 0.040" (1/32") to be sure that the tire/wheel assemblies are not contributing. This can be done by re-seating the tire on the wheel, rotating the tire relative to the wheel and reinflating, taking advantage of the gap between the wheel and hub to offset the high point, shaving the tires, rotating another assembly to the "offending" position, replacing tire(s), or replacing wheel(s).

The diagrams below show what radial runout is, and how it is measured. It should be measured with the tire/wheel assembly still on the vehicle, since some of the runout can be offset by placing the assembly high spot at 12:00, loosening the lug nuts and retightening. If the runout is still high, some of the other solutions mentioned above should be tried to reduce runout.

Be sure the technician measures the wheel runout as well. It should be at or below 0.030" (1/32") for aluminum wheels and at or below 0.070" (1/16") for steel.



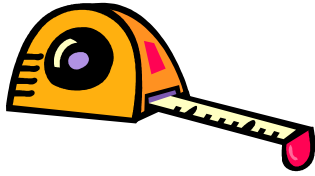
## Balance

Almost every tire dealer has tire/wheel assembly balancing equipment and are glad to use it..... for a price of course. They may even choose to measure the assembly runout while it is on the balance machine. A truck tire/wheel assembly will take 4-6 ounces of weight to balance on average. Anything over about 12 oz should be considered high and require de-mounting the assembly to see what may be inside and remounting with the tire rotated on the wheel.

Consider carefully what you authorize for balance correction by the dealer. Trust your good (skeptical!) judgment and be sure the "industry experts" extolling the product are actually experts and did say the things attributed to them.

The significant parameters of a vehicle vibration are the source, the vehicle response, and the critical judgment of the coach owner. Vibration problems are often difficult to diagnose, and maybe even more difficult to solve. It may arise from an out-of-spec component, incorrect assembly, a stack-up of the various tolerances, or maybe even a "very discerning" operator. Begin with your body or chassis manufacturer, and follow his lead.

If you want to know about RV tires, call (800) TIREHELP (847-3437), or go to [michelintruck.com](http://michelintruck.com).



## XC Chassis Ride Height Data

<b>Suspension Sub-system</b>	<b>Where to measure C/L = Center Line</b>	<b>Measurement</b>
<b>Front I-Beam Axle</b>	<b>Bottom of frame rail to C/L of bottom shock bolt</b>	<b>10.25" +/- 1/4"</b>
<b>Neway IFS</b>	<b>Measure from the center of the upper shock-absorber bolt to the center of the lower shock-absorber bolt.</b>	<b>17.5" +/- 1/4"</b>
<b>ZF-IFS</b>	<b>Bottom of upper mounting flange to top of bottom mounting flange (see picture below *)</b>	<b>15.75" +/- 1/4"</b>
<b>Rear Axle - ADL Chassis Mid-2002 MY+</b>	<b>Bottom of frame rail to C/L of bottom shock bolt</b>	<b>10.25" +/- 1/4"</b>
<b>Rear Axle - AD200 Chassis 1996 - Oct. 2001</b>	<b>Bottom of frame rail to C/L of bottom shock bolt</b>	<b>9.75" +/- 1/8"</b>

**If you are not sure which suspension system your chassis has, call the FCCC Hotline with your chassis VIN and get the correct information.**

**Please Note ...** Ray Fairfield brought to our attention that we published conflicting date on ride height measurements in a past news letter, Rudy Morris our FCOC Web Master followed up on this subject and has recently posted a complete table on Ride Height Measurements on the Web for all that have Freightliner Chassis. Be sure you use the right Suspension Configuration.



# Ladies of FCOc

You asked for it... so ...HERE IS THE RECIPE Thanks Pampered Chef...



## Ultimate Banana Split Cake

*Coated in caramel and adorned with chocolate, fruit and whipped topping, this cake is truly a work of art.*

### Cake

- 1 package (18.25 ounces) yellow cake mix (plus ingredients to make cake)
- 1 package (3.4 ounces) banana cream instant pudding and pie filling

### Toppings

- 1 tablespoon vegetable oil
- 2/3 cup peanuts, divided
- 1 cup butterscotch caramel ice cream topping
- 1/2 cup semi-sweet chocolate morsels, melted
- 1 banana, sliced
- 2 cups thawed, frozen whipped topping
- 1 can (8 ounces) pineapple slices, drained and patted dry
- 7 large whole strawberries
- Ice cream (optional)

1. Preheat oven to 350°F. Spray Deep Dish Baker with nonstick cooking spray. In Classic Batter Bowl, combine cake and pudding mixes. Prepare cake according to package directions. Pour batter into baker. Bake 40-45 minutes or until top of cake springs back when lightly pressed. Cool 10 minutes; invert onto Cooling Rack and remove baker. Cool completely.
2. Brush clean baker with vegetable oil. Chop 1/2 cup of the peanuts using Food Chopper. In Small Batter Bowl,

combine peanuts and ice cream topping; pour into baker. Microwave on HIGH 1 1/2 minutes; tilt baker to coat bottom. Place cake, right side up, into baker. Press down around edge to allow caramel mixture to come up sides of cake. Carefully invert cake onto Round Platter. Scrape any remaining caramel mixture from baker onto cake.

3. In Small Micro-Cooker®, microwave chocolate morsels, uncovered, on HIGH 1-1 1/2 minutes, stirring after each 20-second interval or until melted. Pipe 12 flower-shaped decorations onto Parchment Paper (see Cook's Tips). Place 1 peanut in center of each flower; refrigerate 15 minutes. Slice banana into 12 slices; place evenly around top edge of cake. Drizzle remaining chocolate over banana slices.

4. Fill Easy Accent® Decorator with whipped topping; pipe rosettes slightly overlapping banana slices. Using Deluxe Cheese Grater, grate remaining peanuts over rosettes. Cut 3 pineapple slices into quarters; place between rosettes. Place 1 chocolate decoration on each rosette.

5. Slice 6 strawberries in half; place against side of cake. Garnish center of cake with remaining strawberry. Serve with ice cream, if desired.

Yield: 12 servings

\*Nutrients per serving: Calories 510, Total Fat 30 g, Saturated Fat 5 g, Cholesterol 55 mg, Carbohydrate 74 g, Protein 6 g, Sodium 500 mg, Fiber 2 g

Diabetic exchanges per serving: 2 starch, 3 fruit, 6 fat (5 carb)



Prep time: 45 minutes  
Bake time: 40-45 minutes  
Cool time: 1 hour

### Cook's Tips

For chocolate garnishes, place a small, resealable plastic food storage bag inside the Measure-All® Cup. Pour melted chocolate into corner of bag. Twist top of bag; secure with Twixit! Clip. Cut a small tip off corner of bag to allow the chocolate to flow through.

Create a five-petal flower by gently squeezing the chocolate in a circular pattern, starting and ending in the center.

Use the Egg Slicer Plus® for easily slicing the banana and for creating a strawberry fan for center of cake.

If preparing this recipe ahead, brush the banana slices with lemon juice to prevent them from turning brown. Pat dry before placing on the cake.

To make cutting the cake easier, dip the Utility Knife into warm water.

Sweet Endings ... 119

*This is a copy of the cake that was made at The Red Hat Sea in Yakama Washington. Some of the women wanted it. I am send it to you as the newsletter editor.*

*Suzan Rash-*





# Special Recognition

To those that

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