



**ALPINE COACH
ASSOCIATION**

A View From The Summit

Volume 20 Issue 23 June 2010

ELECTION EDITION

Rally Schedule on Page 5

2009 ACA Ballot

(Voting is one Ballot per coach)

Make a selection for each position by placing an X in the blank or write in your choice in the designated location.

PRESIDENT

* Paul Sullivan _____

*(write-in) _____

FIRST VICE PRESIDENT

* Tom Cook _____

*(write-in) _____

TREASURER

* Debbie Bragg _____

*(write-in) _____

NATIONAL DIRECTOR

* Louis Burch _____

* (write-in) _____

You have the right and are encouraged to submit a ballot. Mail to:

ACA Election
326 West Columbus Ave.
Port Angeles, WA 98362

Envelope must be postmarked no later than August 15, 2010.

NOTE!!! ACA Membership Number must be listed on back of return envelope. Otherwise ballot will not be counted.



Meet Tom Cook — Running for First Vice President

Tom started camping at a young age with his parents, mostly tent camping. After getting married to Janice, they purchased their first motor home in 1975, which was a 24 foot class C. After a couple years they moved up to a 24 foot Argosy, which they used for over 10 years and enjoyed with their three children. In 2004 they were

back in the market for a motor home and the options had really changed. They found the Alpine which was a challenge, since there were no dealers within 700 miles with any inventory. Finally we flew to Oregon to test drive an Alpine and we were in love. We traveled in comfort in our 2005 40' FDTs for two years and then bought a 2007 40' FDTs. We are hooked and love to be with the Alpine Coach Association members. Tom and Janice live in Fife Lake, Michigan.

Tom was born and raised in Michigan, graduating from Ferris State University in 1967 with a B.S. in Pharmacy. He was registered to practice during that year and remains a registered pharmacist in Michigan to this day. After a short stint in retail pharmacy, Tom joined the staff of the Michigan Pharmacists Association in Lansing. During that time, he also managed the activities of the Michigan Pharmaceutical Service Corporation, an early stage pharmaceutical benefits company owned and operated by the MPA.

In 1973, Tom joined 3PM, then a privately held company, which was developing and marketing pharmacy management computer systems to independent pharmacists throughout Michigan. Tom was appointed President and served in that role for ten years. During that time, he met with and counseled numerous pharmacists throughout the country about technology and their businesses. Tom is recognized by many in pharmacy as one of the country's foremost experts on the impact of technology and the third party environment on retail pharmacy.

In 1995, Tom left McKesson to pursue other interests, served for some time as President of Poly-Pharm Corporation, a startup company involved in medication management, patient compliance and information services involving high-risk patients with chronic diseases. Tom is known to pharmacists throughout the country, has worked with them on many levels throughout his career and has been involved in the transactional environment on many different levels. This background provides him with the expertise required to function in the challenging environment of marketing today's high volume independent community pharmacies. Today he helps pharmacists in seven states buy and sell pharmacies.

NEED TO CONTACT A BOARD MEMBER?

Name	Board Position	Cell Phone	Email
Paul Sullivan	President	619-392-8775	sobersully@hotmail.com
Dale Wilson	Membership Director	602-618-6106	ddewco@aol.com
Frank Halasz	Secretary	505-263-1930	fhalasz@swcp.com
Tris Swan	FMCA Asst. National Dir.	714-357-0505	swansnest2@earthlink.net
Debbie Bragg	Treasurer	817-994-3998	dbragg@swbell.net
Fred Royce	Vice President	360-460-0154	fhroyce@olypen.com
Louis Burch	FMCA National Director	214-534-0399	labsr@aol.com
Renée Perrault	Newsletter Editor	206-919-3805	reneeary@msn.com

FROM OUR PRESIDENT —Paul (Sully) Sullivan



Dale & Paul Sullivan (far right)

Hope this Newsletter finds everyone on their way or planning summer trips some of which will include our ACA Pre-Rally at Premier Resorts in Salem, Oregon August 5-10. Dale and I will not be able to attend as we are on our way to Alaska with two other Alpiners, Duncan & Shirley

Bellinger & Chris & Sonja Cratch. Today we drove to Edmonton with the Sonja and Chris and met up with the Bellingers at the Alberta Beach Golf Resort. It snowed two days ago but reached 70 degrees today. The Canadians have a saying that if you don't like the Alberta weather just wait 20 minutes!

Our Rally schedule for 2010 looks wonderful with the finale being the Heritage Rally in New Braunfels, Texas hosted by Jan & Dean Sandmire. Dale and I toured the area with the Sandmires a year or so ago and can attest to the beauty of the area around the Guadalupe River. In Texas everything is big and this will be a Texas size event. As to the sausage at the Wurst Fest, I'll leave the judging to you. At any rate I look forward to seeing many of you there and having a chance to hear what you have been up to.

Plans for DRR X are underway and it looks like this celebration of our 10th Anniversary will be a RALLY TO REMEMBER! My THANKS to all who are working so hard to insure successful rallies, and if you wish to volunteer please contact Louie Burch.

Membership renewals are still coming in so if you haven't sent in your \$6.00 for the balance of 2010, or \$21.00 to cover 2010 & 2011, please send it to Dale Wilson our Membership VP. If you missed it we have changed our dues year from July to July to the calendar year, thus the split dues.

I have gotten several emails and calls from people who have had problems contacting Mark Harrah, our Technical Support person. The main reason has been his changed phone number, Mark's phone number is 509-731-7147, please check that you have saved this number. If you have any problems please call me at 619-392-8775 or email me at presaca@gmail.com and I will do all that I can to help. (During this trip email and phone will be spotty, but I will be checking).

Have a great summer and thanks for letting me be a part of ACA.



Debbie Bragg —Running for 2nd Term as ACA Treasurer

Hi. My name is Debbie Bragg. My husband, Jim and I bought our first Alpine in July 1999 at the FMCA Rally in Ames, Iowa. We joined the Alpine Coach Association shortly thereafter. We are *real* Texans and have a home in Fort Worth. We travel about six months of the year. When it gets real hot or cold in Texas, we leave. We have really enjoyed our travels, the great people we have met, and the fabulous rallies.

Debbie and Jim Bragg

For those who don't know me, I have been your ACA Treasurer for the past two years. It has been my pleasure to serve on the ACA board and I look forward to continuing this relationship. I have a degree in Marketing from the University of Texas in Austin with a minor in Accounting. I am retired from SBC/ATT where I held a sales position for 27 years and I have been the Treasurer of the Eagle Mountain Volunteer Fire Department Auxiliary since 1995.

Thank you for your support.

Gorgeous NEW Alpine Diesel Motor Coaches

3 Units Available!

Class A Motorhome Diesel
Western Recreational Alpine
Model 40401 stk #8957

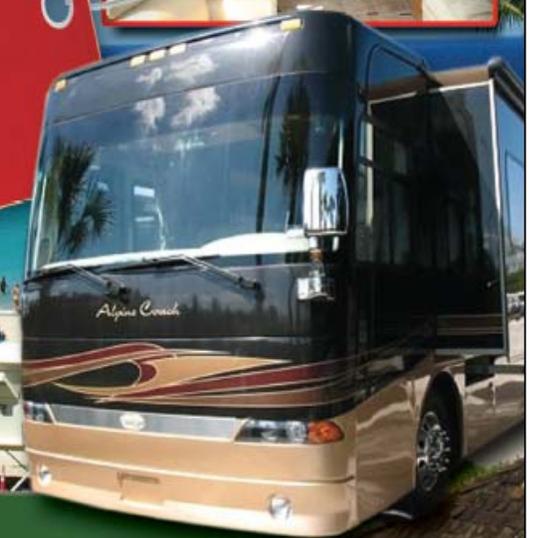
Class A Motorhome Diesel
Western Recreational Alpine
Model 34201 stk#8964

Class A Motorhome Diesel
Western Recreational Alpine
Model AC40302 stk#9110



All Models.
Contact Dealer for details

All Priced Under Invoice!



scott.smith@longviewrv.com 813-767-4191

ALPINE RALLY CALENDAR 2010 - 2011

July 8—12	Crown Villa RV Resort Bend, Oregon	NoCal	Harold and Carroll Borland chborl@juno.com
August 5 –10	FMCA Pre-Rally Premier RV Resorts Salem, Oregon	National	Tris & Carolyn Swan swansnest2@earthlink.net Jim & Elaine Ellis Jeellis7@msn.com
August 11—14	Deschutes County Fair and Expo Center Redmond, OR	FMCA	Check FMCA Website
September 8—12	"The Bellingham Rally" Bellingham (Ferndale) Wa	NoWACA	Kurt & Linda Schroeder lbschroeder@embargmail.com Linda Cain & Ron Bailey info@open-rd.com
September 16—19	East Shore RV Park San Dimas, CA	SoCal	Mary Ann Ratliff & Orville McGee hidija@aol.com Noel & Carol Peck noelpeck@aol.com
October 1st —	Summerdale, AL	ACE	Fred & Grace Taylor justme1943@yahoo.com
October 26th—Nov 1	Lazy L & L Campground New Braunfels, TX	National	Dean & Jan Sandmier jhsdds@earthlink.net
January 20—25 (tentative date)	Desert Rat X Quartzsite	National	Kathy & Carl Nickelson

SALEM PRE-RALLY AUGUST 5-10, 2010 at PREMIER RESORTS

By Carolyn and Tris Swan

August is just around the corner and time is running out for you to register for the GREAT OREGON ADVENTURE in Salem this year! We only have about 10 slots still available so hurry and send in your registration and money!

Go to the ACA website (<http://www.alpinecoachassociation.com/info/events.htm>) and you can fill out the Salem Rally form on line. It is going to be a fun rally packed with fun things to do, great food and time to sit around and make new friends and do what you like best ... That is - to talk about ALPINES! You won't want to miss it so hurry and send in your REGISTRATION!

HERITAGE RALLY OCTOBER 2011

We have taken on the job of rally masters for the 2011 Heritage Rally at the Albuquerque Balloon Fiesta. Many of you attended Fiesta in 2007 and loved the experience. We are now trying to estimate how many ACA members will be attending in 2011. I will be calling for our reservations on 10/11/10, the first day reservations will be open, and it would be really helpful to have a reasonable guesstimate of how many coaches might be attending. So please call (505-821-2814; cell 505-400-1431) or email (fhalasz@swcp.com) if you think there's a fair chance you'll attend. We're looking for numbers; no one will be held accountable for their response! For those of you who haven't attended already, the Balloon Fiesta should definitely be on everybody's bucket list! Thank you, Franklin & Dessa Halasz



Fred & Carol Royce

Fred Royce - Vice President

What makes ACA and regional groups tick? It is, of course, rallies where we have fun, enjoy fellowship and develop friendships. Alpine coach owners at these events also learn how others solve common problems. This writer has been the beneficiary of such support several times. And, I suspect others have had the same experience.

Just look at some of events that have already taken place- ACA with the "unforgettable" DRR-IX (Desert Rat Rally) at Quartzsite in January and a fun filled March rally at Albuquerque; SoCal kicking off the year at Indio followed by gatherings in Phoenix and Camp Verde; NoWACA with their May bash at a beautiful State park in Wenatchee, WA; a January ACE rally in Florida; and NorCal launching an event in July at Sisters, OR.

It doesn't stop there. Coming up are the ACA August pre-rally in Salem, OR prior to the FMCA Convention and the annual fall Heritage Rally in Texas. SoCal and NoWACA also have rallies scheduled in September and ACE early October. Details are listed elsewhere in this Newsletter. All of these events are open to Alpine coach owners who are FMCA members and hopefully at least one of the Alpine groups.

The foregoing demonstrates the vitality of the several groups and the enthusiasm of Alpine coach owners. It portends well for the future of ACA and regional chapters. Already in the planning stage is DRR-X under the leadership of Kathy NicholSEN. It holds the promise of being the best ever – winds, rain notwithstanding.

One other ingredient for success is not only participation but a willingness to become directly involved with a rally. When Louis Burch or a chapter rally director issues the call for help, please do not hesitate to respond.

I close by saying thank you to all who have provided rally leadership and active support. You are the glue that holds these organizations together.



Have Pictures from Rallies?

Carol Schock is our Alpine Coach Association Historian. Please send your pictures to her at: yumatrailertrash@hotmail.com
Include as much information as possible, place, names of people in photo, what rally etc. Your contributions are appreciated. Be sure and take a look at all of the photo albums when you are attending a National ACA Rally.



D **Membership Director—Dale Wilson**

This has been a rewarding time for my first year, we have had many people returning to ACA. Each one I pull from the Inactive File, I know we are going to continue to grow, and there is a need for the friendships made in ACA. I am so excited to see so many of you returning! WELCOME BACK!

A big welcome to our newest members, we are delighted to have you join in the fun. Now be sure to join a chapter and attend one of our ACA rallies. This is what life was meant to be; lots of fun,

friends and laughter.

The Master sheet I have been working with, we have 440 members on it. I have not yet cut out the members we have not heard from. We now have over 300 members who have renewed or just joined the ACA membership. With each mailing I receive it is like Christmas. I order my mail from the Mail service in Yakima, so please bear with me, I may not be getting to your mail as quickly as if I were getting it on a daily basis.

Those who have not renewed their membership, now is the time you can send in your \$6.00 to take you to December 31, 2010. Then it will be time to send in the yearly dues of \$15.00 to take you to December 31, 2011... OR...you can remit the \$21.00 with a one time mailing to cover your dues to December 2011.

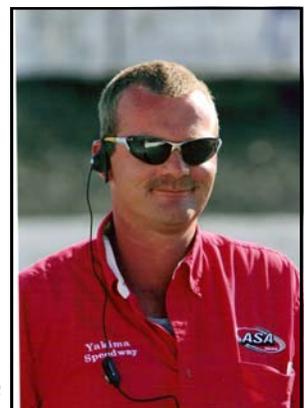
Ed and I are leaving Phoenix to visit with our family and friends in the Seattle area, we have our last granddaughter graduating from HS in Ellensburg, WA. Then in August we look forward to seeing you at the Salem, Oregon, ACA PreRally, August 5-11, 2010. The FMCA Rally will be August 11-14 in Redmond, Oregon.

Our trip should take us toward Chicago, Ill to visit with family there. We will be heading toward Texas to visit with family again and then we will be in New Braunfels, Texas. October 26-31, this should be a wonderful Heritage Rally. Just renamed from our Homecoming Rally!

A thought: Introduce yourself to someone you would like to meet by smiling and saying, "My name is _____, I haven't had the pleasure of meeting you." We supply the ingredients, and you need to supply your share for a successful rally.

TROUBLESHOOTER Mark Harrah

Mark is a former WRV employee who is under contract with Alpine Coach Association to trouble shoot coach problems by phone or by email. Mark has helped ACA members with questions on various topics. Brake questions, batteries, fuel gauge, windows, inverter questions, maintenance and ending with window issues. When contacting Mark, please send a detailed email to with as much information as possible; email him at: racer_s10ss@yahoo.com This is a service for ACA members only, include your name and ACA Membership number in your email. Please remember that Mark is doing this in addition to his regular job and will return your call ASAP but on his off hours. He is on the West Coast so a call at 7:30 am in the east will probably interrupt his sleep and affect the quality of his answer.



For answers to questions and advice from other Alpine Coach owners visit www.IRV2.com and click Alpine Coach Owners Forum.



Possible Rear End Deficiency on Late 04's/Early 05's By "Engineer Mike" Fleming

The bolt pattern for attaching the rear suspension on Alpine's changed close to end of the 04 model year. Earlier coaches have two horizontal rows of 3 bolts per row, 5/8" bolts with a 15/16" head. These can be seen against the frame ahead of the rear tire inside the wheel well (a flashlight helps).

Later coaches have two vertical columns of 3 bolts each. If they are the correct bolts, they are 3/4" bolts with a 1-1/8" head. We know that some of these later coaches achieved escape velocity from the factory having 5/8" bolts (15/16 heads) instead of the 3/4" bolts. ***If you have the two vertical columns of 3 bolts each, with 15/16" hex heads, your rear axle may move out of alignment and "dog track." This may cause a pull to the right at freeway speed, heavy tire shoulder wear,*** and potentially serious problems that will make for great stories after the fear and panic have subsided.

So far we know for sure that coach numbers between 75254 and 75330 are potentially affected; some have had the bolts upsized to cure potential movement of the rear end. The fix consists of drilling out the frame holes to accept 3/4" bolts (the suspension element comes with holes for 3/4 bolts), then installing 3/4 bolts, then if the axle has moved- a 4-wheel alignment. Note that one coach late within this VIN spread came from the factory with 3/4" bolts, so there may be more like that. And there may be more coaches after 75330 and some before 75254 with the problem. In short, any 04 or 05 owner should perform the following simple check to make sure.

If you have two horizontal rows of 3 bolts each, relax and have a beer. Or two. If you have two vertical rows of 3 bolts each, simply take a large adjustable "crescent" wrench and reach into the wheel well space, adjust the wrench down to grip opposing flats of the hex head of one of the bolts. You can do this easily with the wrench at 90 degrees to frame & the bolt head. Remove it and measure the gap. 15/16" means you have too-small bolts and should get them replaced. 1-1/8" means relax & have a beer. Or two. You can also do this check w/large (15/16 & 1-1/8) sockets if you have them, and wine or the adult beverage of your choice if you don't like beer. According to Max Zukala, former service manager at WRV, there are also Avalanches that may be affected.

A place called Duncan in Elkhart, IN fixed one coach, Louis Birch had his fixed in Georgia, Henderson's Line-Up in Grants Pass, OR has done two I know of, and Redlands Truck & RV Service in Redlands, CA has this fix on their list of services.

Other truck frame shops may also be able to help. Hopefully this will avert further problems with slippery rear ends. You can check out the fascinating & ongoing dialogue on this issue on the internet at iRV2:

<http://www.irv2.com/forums/f104/possible-rear-end-deficiency-late-04s-early-05s-66414.html#post636106>

If you have any input or questions drop me a line at EngineerMike@Vagabondwater.com.
Mike Fleming ACA 2005777

REGIONS

ACE East Coast	Peggy Bacome 731-935-2303 pjbacome@aol.com	NorCal Northern California Northern Nevada	Dave Seidl 925-454-3019 daveseidl@comcast.net
Fulltimers	Maureen Dahl 425-466-1445 wandern.two@verizon.net	NoWACA Washington, Oregon, Idaho and Montana	Terry McGuire Terry_4444@hotmail.com 509-952-7880
Central States	Ray Schemanske 734-474-0762 cschemanske@yahoo.com	SoCal Southern California Southern Nevada	Gail Stacy 702-858-0400 gjstacy@cox.net

FOR SALE: 40' COACH AND LOT FOR SALE BY OWNER:

2007 Alpine Limited SE MDTS 40'-Garage kept, 11300 miles, W/D combo, dish washer, hydro hot heat, ceramic tile floor, natural cherry cabinetry, granite counter top and table, 32" LCD-HD TV, 100 watt solar panel, SmartBed cargo storage system, residential side-by-side ref'r, meadowlands interior decor and amber exterior finish. Call or email for further details. \$240,000 Reno, NV 775-747-0395 or 541-574-1926 or cell 916-769-7892 or rcook0395@charter.net (VIN 75728). Also for sale is Lot # 125 at Pacific Shores Motor Coach Resort in Newport, OR. This is a large lot that the patio area has been expanded with additional water and electrical outlets. Upper level with front drive-in. \$150,000 or if interested in both the lot and coach \$340,000.

NoWaca Bellingham Rally September 8—12th

The focus of the Rally is health and fun. We have 2 gourmet meals planned with accompanying wines. We have firmed up our main events; a visit to the Sardis Raptor Center, a tour of the American Museum of Radio and Electricity, a golf outing and a wellness day including a healthy breakfast followed by a CPR course and Blood Pressure Screening.

Sardis is a premier bird of prey rescue and rehabilitation center. There are over 20 non-releasable birds who are permanent residents of the center.

At the Radio Museum we will experience the entertainment technology we all grew up with; marvelous inventions housed in some of the most beautiful cabinetry.

Jay Emory is putting together a golf outing at one of the local courses, all of which feature some of the most beautiful scenery in the northwest, and isn't that what golf is all about?

We have a professional CPR teacher coming who is also a practicing nurse and has offered to do a blood pressure screening as part of our "Wellness Day."

This rally is limited to 30 coaches, and details can be found here, <http://openrd.com/rally2010> and registration forms can be downloaded from there or from the ACA site http://www.alpinecoachassociation.com/info/Bellingham_Reg.doc

A CRACKED MANIFOLD by Kathy Nickolsen

At Quartzsite, we noticed that the special sound of our Alpine diesel engine had changed its tune. We decided that before traveling much further, we had Cummins Rocky Mountain in Avondale, AZ check out the situation.

The diagnosis was a blown manifold gasket and a cracked manifold. Before a quote for repairs was prepared, we told them we had an extended warranty for the motorhome. The quote was prepared, the warranty company contacted and we were informed that the warranty did not include anything connected to the engine and/or exhaust system. The quote was for \$2700 "worse case scenario". We were sick. We stayed for the necessary repairs but this story bears sharing to avoid a similar situation for other members.

The following afternoon we received a telephone call advising the turbo charger had been comprised and the fins were damaged. We were told there were no rebuilt turbo chargers available and Cummins had none in stock. We would have to lay-up for one week or pay expedited freight to get it overnight. A new turbo charger was \$1700 and inbound freight an additional \$211. The only good news was there was nothing eventful about removing the parts to have the "worse case scenario" kick in. I asked how much additional it would cost to put on this new turbo and was told 3-4 hrs. We authorized the new turbo.

We learned that two of our ACA members within the last six months had a similar situation of the blown gasket and cracked manifold; however, both members repaired their engines for under \$800. Suddenly panic set in.

The following day we called Mike Young, with Cummins in Yakima, who gave us some good information and caused us to be very diligent with our telephone efforts. We called Cummins Northwest in Coburg, Oregon; Cummins in San Antonio; Cummins in Yakima, WA; another Cummins Rocky Mountain in Boise, ID and the corporate Cummins at 1-800-DIESEL.

We learned that Cummins works from what they call SRT (Standard Rate Time). They have calculated a standard time for repairs, in this case, SRT was 10.2 hrs. That did not include time to reach access to the engines, through the bedroom floor. We discovered each location had varying shop rates but they were relatively close in price. We discovered that if you provide the serial number for your engine, parts can be quoted over the telephone. All locations contacted provided quotes relatively close in price. We also learned that there should be NO additional time to replace the turbo because the turbo must come off, and therefore, on to repair the manifold so the turbo must go back on once that repair is complete end result, no additional charge to put that new turbo on.

At the end of the third day the motorhome was ready. The price was just under \$5000. Carl told the service foreman that was not acceptable and we would not pay it. The foreman told us they had 19 hrs. in the job. Carl said, "Well we have a problem so you might as well get the manager."

A very nice young man showed up and said he hoped he could handle it without the need to involve the General Manager. We explained our efforts in working the phone and that the bill was unacceptable. "In good faith and to make us happy" he was willing to negotiate down to \$4100.

Cummins has a customer loyalty program called the Booster Club which entitles you to 10% off of all labor and Cummins or Onan parts for \$19.99 per year. Our card had since expired so I asked to renew our card and the manager told us that the program was defunct and no longer available. The last sentence we heard from Cummins Yakima was our card had expired so be sure to renew it. The manager insisted that the program was no longer available so we left after paying \$4100 and took our damaged parts.

The interesting thing is the manager followed me out to our coach. He said he sensed we were still not happy and wanted to extend us a free oil change next year when we were in the area. I asked him why he would do that. He said we would receive a telephone call later to follow up on how pleased we were with their service and he did not want to get "a bad score" and he knew motorhome people talked and he did not want us to share with other RVers our bad experience.

Continued on page 11

CRACKED MANIFOLD—continued from page 10

After returning to the Avondale area, we sought out a company who rebuilds turbo chargers. The gentleman is no more than 15 miles from Cummins Rocky Mountain in Avondale. He said Cummins is aware of his work; however, they won't use him because they want to sell new parts so they can mark up the parts 250%. He inspected the turbo and said the fins were damaged lightly; however, easily repairable. He could have repaired the turbo for \$249 in one day, the same amount of time we had to wait for the new part which ultimately cost us \$1911.

He also inquired if Cummins determined the cause of the "event" which damaged the turbo. The turbo is contained within the exhaust system and has no outside contact so something had to be within the system in order to cause the damage. The concern would be what happened, why and could it happen again and make its way all the way to damage the engine. He gave us the name of an expert diesel technician who could help us make that determination.

Here is the bottom line and the lessons we learned. We think we made a mistake by telling Cummins we had a warranty BEFORE getting the quote. Have you heard of insurance fraud? I don't know, maybe. We also made the mistake of telling them we weren't versed in the mechanics of engine repair. We were diligent in seeking out information on the repair once we received information from the two members who had repairs done earlier – which really saved us money. So, don't accept the first answer. Be proactive in your repair work. Even though we didn't understand what was happening before we started, we had a much better idea after working the telephone. Don't be afraid to contact other ACA members for information. Also be diligent in your negotiations!

I contacted Cummins corporate two weeks after this happened and inquired about the Booster Club program. The program is still in effect. I then telephoned Cummins Rocky Mountain to inquire if they accepted the Booster Club card and was told yes. I told them my card expired, could I renew through them and they said yes. Hmmmm. I recontacted the manager and told him this disturbing information and insisted on receiving the 10% credit. He told me the card had expired and I would have to renew it and let him know when it was renewed. He would not sell me the renewal. I did so and the credit was \$396. Well worth the effort!!!

When visiting with the diesel technician he provided the following information: it is uncommon to see a blown manifold gasket and/or cranked manifold in a big diesel truck but it is very common to see that in a motorhome. He thinks the reason is because we start our motorhomes and down the road we go. We drive to our destination and turn the engine off. He suggested letting the engine warm up for five minutes and when you arrive at your destination, let it idle for a short period to cool down. The engines get extremely hot when driving and a cracked manifold is a result of too much heat within the exhaust system.

Apparently the manifold problem is likely to happen eventually so be sure and do your homework to avoid being gouged by a vendor.

Advice: Find yourself a good diesel mechanic near your home base you can trust; a private individual who makes a living off his reputation.

Turbo charger mechanic:
Arizona Turbo, Inc.
Joel Britt

Diesel mechanic:
Jason Buffing Truck Repair
Jason

NORCAL UPDATE by John Knox



Our most recent rally was at Riverwalk RV Park in Fortuna, CA which is on Hwy 101 a few miles south of Eureka. It was very enjoyable with both the coast and the redwoods to explore. Our next rally will be in Bend, OR on Thur. July 8 thru Sunday July 11. It is scheduled to be in conjunction with the quilt show in Sisters, OR but the agenda is loaded with lots of things to see and do in the Bend area. If you would like a copy of the flyer for the rally, e-mail John Knox at jdknbak@verizon.net

We would love to have you join us!

Our President this year is Dave Seidl 925-454-3019 daveseidl@comcast.net

The NorCal membership is currently 29 coaches. Our goal is to increase the membership to 50 coaches which would assure us good attendance at each of our rallies. We are a Chapter in FMCA with a brand specific restriction (Alpine). We have modified that restriction to accept other brands of motorhomes if they are sponsored by a current member. Since Nov. 09 we have gained six new coaches, two Alpines and four non-Alpines. NorCal remains in full support of ACA and its activities.



5808A Summitview #337
Yakima, Wa. 98908