

On the Road Again

eNewsletter of the Original Country Coach International Club
Serving you since 1984

September, 2020



Forsyth Park Fountain Savannah, Georgia

**Your CCI BOD is looking
forward to seeing you in Savannah!**

On the Road Again

September 2020 Issue 09, Volume 12

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All Members Please Note!

Just a reminder that we are now using an automated system to process renewal as well as new memberships. Please take the time to visit your Country Coach Club Website at www.countrycoachclub.com and login to your account. To login, simply enter your eMail address as the user name and then enter your password. If you have forgotten your password or are new to the site, you will need a new password. Use the password reset link that you will find on the login page and you will be sent a new password.

TO EMAIL THE CLUB: See table (next page), yellow box for email address.

TO MAIL DUES, ETC: TO THE CLUB. See table (next page), yellow box for CCI mailing address. When you pay online your dues are processed immediately. Due to physical mail and handling expect it to take 20 to 30 days if you are paying by check.”

TO PHONE THE CLUB: See table (next page), select the appropriate Officer and phone that person. Please help us keep your membership up to date, by logging in and checking to ensure your membership is current and that we have all of your current contact information.

COUNTRY COACH INTERNATIONAL (CCI)

WHO ARE WE?

CCI is a non-profit organization, 501(c)(7), centered on Fun and Fellowship. The Club was founded in 1984 and is a Chapter of the Family Motorcoach Association (FMCA).

WHAT WE DO

The Purpose of the Country Coach Club is to: provide a community for all Country Coach motorcoach owners to exchange information, provide opportunities for fun and fellowship, support CCI and FMCA activities such as rallies and FMCA conventions, provide a common communication and resource link for CCI members and to help our fellow Country Coachers.

EDITORIAL POLICY

The CCI eNewsletter is published monthly, online by Country Coach International. The eNewsletter Editor is Debbie Glenn, who can be contacted by calling 325-669-6840 or online - debbie@brightdearvledlights.com. The Editor reserves the right to edit, shorten, or modify any material submitted.

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Country Coach International

Officer Contact List

Our members are our priority! Contact us anytime with comments, questions or suggestions!

<p style="text-align: center;">Bill Sax, President President@countrycoachclub.com 618-304-2604</p>	<p style="text-align: center;">Rita Sax, Senior VP SrVicePresident@countrycoachclub.com 618-972-9886</p>	<p style="text-align: center;">Pat Gauch, Secretary Secretary@countrycoachclub.com 301-481-1733</p>
<p>Lee Zaborowski, VP Website Design vppublications@countrycoachclub.com 515-708-3391</p>	<p style="text-align: center;">Buddy Bordes, VP Membership VPMembership@countrycoachclub.com 504-982-1635</p>	<p style="text-align: center;">Tammy Toalson, VP Rally Coordinator VPRallyCoordinator@countrycoachclub.com 850-866-5758</p>
<p style="text-align: center;">George Sanders, EasternVP CCIEasternVP@countrycoachclub.com 205-914-6148</p>	<p style="text-align: center;">Gerry Conway, Historian/Parliamentarian gcon3129@gmail.com 404-805-5913</p>	<p style="text-align: center;">Joe Mikan, Western VP CCIWesternVP@countrycoachclub.com 815-405-0057</p>
<p style="text-align: center;">Dianne Hegler, Treasurer CCITreasurer@countrycoachclub.com 931-797-5181</p>	<p style="text-align: center;">Gary Glenn, FMCA Nat'l Dir. CCIFMCANatlDirector@countrycoachclub.com 325-665-4993</p>	<p style="text-align: center;">Pete Hays, FMCA Alt. Nat'l Dir. CCIFMCAAltNatlDirector@countrycoachclub.com 740-334-8688</p>
<p>Debbie Glenn, VP Communications Debbie@brightidearvledlights.com 325-669-6840</p>	<p style="text-align: center;">CCI Contact Information Email: club@countrycoachclub.com Mail to: CCI, c/o Tammy Toalson 8430 Kingswood Rd Panama City, FL 32409</p>	<p style="text-align: center;">To Order Name Tags VPRallyCoordinator@countrycoachclub.com Tammy Toalson 850-866-5758</p>

Other Country Coach FMCA Chapters

Contact individual Clubs for more information and rally schedules

<p style="text-align: center;">Country Coach Country Cousins John Horning 408-219-5598 jrhorning@live.com</p>	<p style="text-align: center;">Country Coach Friends Incorporated John Malabicky 951-675-6252 cruzntoozn@yahoo.com www.countrycoachfriendsincorporated.com</p>	<p style="text-align: center;">Country Coach Heartlanders Joe Rossi 330-770-2612 josephrossi@att.net</p>
<p style="text-align: center;">Country Coach Nor'Easters Carol Brigham 781-871-3446 brige308@yahoo.com On Facebook at CCNoreasters</p>	<p style="text-align: center;">Country Coach Texans David Schnautz david@clarkfreight.com www.ctexans.com</p>	<p style="text-align: center;">Northwest Country Coachers Sibylle L. Beck 503-399-0636 secretary@nwccers.org www.nwccers.org</p>
<p style="text-align: center;">Rocky Mountain Country Coachers Rod Woods 480-570-9740- Azrod444@gmail.com www.rmccoachers.com</p>	<p style="text-align: center;">Southeast Country Coachers Marta Loftfield 904-571-8105 secountrycoach@gmail.com www.southeastcountrycoachers.com</p>	

Reports to Members

FROM your PRESIDENT by Bill Sax

Hi CCI,

What a difference in locations. We have been in the Southwest & Rocky Mountains all Summer. It's been hot and dry (not that I'm complaining). We have hit the Mid-West and slammed into humidity and mosquito land. We did Harvest Host stops in Kansas and Missouri. Both stops had thunderstorms. First real rain we have seen since May. After the rain the humidity surrounded us. Woof. Sweating without even moving. Plus, we became the main food source for swarms of mosquitos, Rita more than me. Now we are searching out the bug spray, I hope we have enough.... I forgot how it felt, maybe we should turn around & head back into the mountains.

Dropped of the grandkids with their mother at a campground near St. Louis. It was a great trip with them. Hopefully, they will have a lot of great memories. Now we got the coach to ourselves. No more stacked bins of clothes, no more making beds in the living room. Plus, a



nice slow pace. But we are already planning next summer, that trip will include our other 18-year-old grandson. I'm thinking head north, the Dakota's Minnesota, Wisconsin & Michigan. Who knows....?

We spent a couple of weeks just getting used to our normal way of life & slower pace of adult RVing. We stayed at a local Corps of Engineer park and now we are at a RV rally in Springfield, IL. Yes, it is an actual rally! There are 16 rigs here and Rita and I are doing the first SkyMed presentation since December. This COVID thing has really hurt our schedule.

We'll be "home" living in our daughter's driveway next week. Then flying to Mexico for a week then back on the road in October making our way to the southeast for some rallies then winding up in Savannah for the CCI Rally!!!!!!

I hope some of you can get there. Rallies are a great way to make friends and get some free tips for our magnificent coaches.

Stay safe & healthy and we'll be CCing you soon.

Bill

Treasurer Report

FROM the TREASURER: THE CCI BALANCE SHEET

Dianne Hegler



August 31, 2020 CCI OPERATING FUNDS*			August 31, 2020 CCI RALLY ACCOUNT*		
BEG BAL		\$18,635.36	BEG BAL		\$14,466.29
END BAL		\$15,575.10	END BAL		\$18,604.52
MONEY MARKET		\$52,924.20	NA		NA

*If you have questions about this Club's financial information, feel free to contact Club Treasurer Dianne Hegler via email at: CCITreasurer@countrycoachclub.com.

Welcome New CCI Members

From Buddy Bordes, VP Membership



Larry Sturm and Roberta Sturm	Intrigue	Chiefland, Fl
Dale Hutchins and Deborah Hutchins	Prevost	Bennettsville, SC
John Newman and Kevie Newman	Intrigue	Millville, NJ
Dwight Thomas	Intrigue	Fallon, NV
Joseph Zanotti and Valerie Zanotti	Intrigue	Bloomfield Hills, MI

Remember that we have a Facebook page so please join us!

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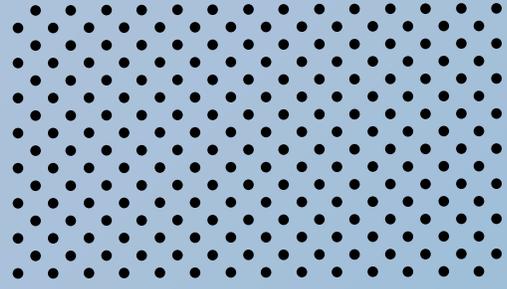
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ANNUAL MEMBERSHIP MEETING



SAVANNAH RALLY

Sunday
October 18th
2:00 pm





CCI VOLUNTEER OPPORTUNITY

We need Volunteers to assist on several Committees.

**Membership Committee
Advertising / Vendor Committee
FMCA / Insurance Committee
Website Design Committee
Member Benefits Committee**

Please contact Bill Sax (President) at President@CountryCoachClub.com to Volunteer

HWH Active Air Suspension - Part 1

By: Rick & Tammy Toalson

When I first saw the HWH guys at the Tampa Super Show showing off their Active Air Suspension package for only ten RV bucks (\$10,000), I thought, "That isn't happening." A couple of years later after speaking with many coach owners that had it on their coaches, we decided to look at it again.

We had some glitches getting our appointment due to the virus, weather and so forth, but we finally arrived in Moscow, IA, to stimulate the local economy. First off, if you have never dealt with HWH at their facility, you are missing out. The staff is courteous, helpful, knowledgeable and they have plenty of room to set up and plug in on site. We have been there twice now and there is no place else where I have felt as comfortable having someone working on our coach.

The first thing we had to do is stop by the transmission shop in Davenport so they could reprogram our Allison transmission. That took a total of ten minutes. From there, we went to HWH to pick up a technician and weigh our coach at the truck stop down the road. That is where the first glitch came up. This Affinity we currently call home is pretty heavy. Actually, it was slightly overweight from what it was designed for and we didn't have very much extra stuff in it. We went back to HWH and the technicians, engineers and Paul (the big boss) talked it over for quite a while before deciding to push ahead with the install.

The process seemed like it would be superficial, just change the airlines and some valves and computer stuff. But it was much more involved than I initially imagined. The old hardware was removed and then the work began in earnest. Their craftsmen fabricated new brackets for the new electric ride height valves and locked them into position. All new valves and bigger airlines were installed along with a new computer to manage all of the new functions. They spent a full four days working on the coach and kept us briefed as they went along.



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HWH Active Air Suspension - Part 1

We had to get out of the coach for the measurements so they would be accurate. Their crew installed the new package, measured and remeasured where everything was supposed to be before welding the new brackets in place and painting everything to make it look nice.

Friday after lunch we were ready for a test flight! I was in the left-hand seat as we left to weigh the coach again at the truck stop. Honestly, I was not expecting to see much in a short drive. I accelerated and headed down the ramp and instantly noticed the coach's roll factor was missing. At 60 miles per hour, I transitioned to the travel lane. I turned back to the right to keep from crossing the center line and at the moment knew we had made a great decision. Our coach is very top-heavy and usually causes some pull or drift when we change lanes. That didn't happen.

So, I am driving down the road checking the mirrors and changing lanes when I glance down and see that I am traveling at 78 miles per hour! Holy smokes, how in the heck did that happen? The bumps on the road were softened. The big bumps on the bridges were not so big anymore. The cross wind was a solid 20 miles per hour and did not affect us at all.

At this point, five minutes into ownership of our Active Air system, I made the proclamation to Tammy that this was a great investment! I relinquished the left seat after we weighed and gave Tammy the drive back. As good as it was on the road, it is even better off the road. When we pulled into the gravel driveway, the coach stayed upright and tall instead of leaning to let Dixie slide off the couch. The bumps were greatly diminished and the ride was firm and smooth, a dichotomy no doubt. I am still unsure how beefing up the air system smoothed the ride.

When we parked and went from one end of the coach to the other and the coach didn't move. There is not any movement when we walk out the door. It used to move around quite a bit when we walked inside the coach. The active air secures the coach while parked too!

I am not sure if everyone will be as impressed as I am by this system. I will say that I have spent a lot more money on other things that did not give me a smiling face or satisfaction of a job well done. I suppose we can do chapter two after driving the next thousand miles of this trip pulling an 8400-pound trailer. Safe travels to you all!

Time and process:

It takes a week to get it done. We started in Davenport, IA at Interstate Power Systems at 7 am on Monday morning to get the transmission reprogrammed. That took about 10 minutes. Then we drove the 35 miles to Moscow. Upon arrival, we drove to the truck stop 5 miles west to weigh the coach. Then we were pulled onto the ramp inside the shop. They did a little testing and weighing on the ramp. By noon they were well on the way measuring and removing the old parts and installing the new. Tuesday and Wednesday Josh working on the underside and Mitch installed the new panel and wiring inside. Thursday, they set the ride heights and in afternoon they started testing. Friday morning, they got all the rest of the testing finished and by 11 we were on the highway for a test drive and reweigh. We stayed in the coach all week. Monday the slides needed to be in until the afternoon. Tuesday and Wednesday, we had them out all day. Thursday morning and Friday morning, we had to put them in first thing. Not terribly inconvenient. The stairs to the "penthouse" were a bit daunting. I would not recommend trying to stay in your coach if you have any mobility issues. The cell service there sucks but they have good Wi-Fi. There is nothing close by to do but Davenport is 35 miles east. Be sure you go to the Machine Shed to eat. Coralville and Iowa City are 25 miles west. There is decent shopping and a fossil gorge over in Coralville. All in all, a very relaxing week.

Storage of your RV

Technical Bulletin

Compiled from the Country Coach Tech Topics site by Mike Cebula

by Brian Keys, Country Coach Service Technical Resources Manager

• As published in the WINTER 2003 issue of Country Coach Destination

Question:

How should I maintain my chassis and domestic batteries during storage to ensure long life?

Answer:

If used conservatively and well maintained, the batteries on your coach should last about two years for Flooded Lead Acid (FLA or simply Lead Acid) batteries, and up to four years for Absorbed Glass Mat (AGM). This life expectancy will vary considerably from owner to owner, but long term dry camping, or repeated deep discharge cycles can easily cut it in half. The most important maintenance considerations are:

Charge Range

Always operate all styles of batteries in their upper 50% of charge range. Imagine that your battery is a bank account and that maximum deposit is \$100. You would never want to draw that account lower than \$50. With your battery, you never want to draw them down much below 12.5 volts for an extended period of time. Keep them fully charged, especially while your coach is being stored. If Flooded Lead Acid or Absorbed Glass Mat batteries remain discharged for long periods of time, a lead crystal will grow in the electrolyte. This crystal will increase in size until it punctures the plates inside the cell resulting in a shorted or 'dead' cell.

Trickle Chargers

When storing your coach, I would strongly advise using some form of trickle charger to keep your batteries fully charged. A trickle charge can be provided by a small automotive charger, solar panels, or by connecting your coach to shore power. By ensuring that your batteries are fully charged prior to storage, and by turning off all electric appliances including, the often-forgotten water heater and refrigerator/icemaker, you can connect your shore cord to a 15A service for storage purposes. Solar panels are the best option for long-term storage outdoors.

Automatic Generator Start Systems

Automatic Generator Start or 'AGS' systems, are generally not an ideal solution for storage purposes, since they often rely on some form of battery capacity measurement, to determine when the generator should be started. Over a period of time, inaccuracies in the battery capacity measurement can accumulate, and 'fool' the system into thinking that the batteries are charged, when they are effectively 'dead'. When this occurs, the batteries will continue to discharge, until there is insufficient energy

remaining to start the generator. AGS systems that use battery voltage to determine when the generator should start, usually have limited control over much charge actually enters the batteries. This can result in an under-charge condition that again accumulates with time, until the batteries become so discharged that there is insufficient energy to start the generator.

This information may not be applicable to all AGS systems, but checking your batteries charge status periodically is advisable when using these systems during long periods of storage. If you cannot provide a trickle charge

Storage of your RV continued

to your batteries during storage, then you should ensure they are fully charged every two to four weeks, depending on what type of batteries are installed and the rate of discharge from parasitic loads and internal losses within the battery. Absorbed Glass Mat batteries will typically hold their charge significantly longer than Liquid Lead Acid batteries in these conditions.

Check Your Levels

Check the electrolyte level on Lead Acid batteries frequently to avoid damage due to exposure of the plates to air, or dilution of the electrolyte from repeated overfilling. Use a sealed flashlight to look inside the cells after removing the caps. You should see a short vertical 'vent tube' inside the filler hole, and the correct electrolyte level is 3/16" below the bottom of this tube. Always wear safety glasses and chemical gloves when working with automotive batteries, and clear the area of any ignition sources including drop lights and cigarettes, etc. I prefer using watertight flashlights when working around batteries since they are sealed, and will not present an explosion hazard.

This information only applies to Flooded Lead Acid batteries. The battery caps on AGM batteries are sealed, and removal will void the warranty, and drastically reduce the life expectancy of the battery. If you or someone else has already broken the seal on these caps, then you should contact the battery manufacturer, who may supply you with replacement caps and adhesive, if not much time has elapsed. Another solution is to essentially convert the battery into a Flooded Lead Acid battery, and the manufacturer will have details on this process as well.

The Cleaner The Better

Keep them clean! The presence of dirt and moisture on the exterior surface of the batteries can provide a conductive path that allows current to flow between the battery terminals. This creates a parasitic draw that will increase the speed at which your batteries discharge during storage. Clean the battery exterior regularly paying special attention to the area around the terminals. Clean the terminals with a wire brush, and ensure that the cable connections are tight and secure, before coating them with a battery terminal anti-corrosion compound which is commonly available at most automotive parts stores. This information is also applicable to AGM batteries. However, there is no need to coat the terminals because the battery is sealed.

The Equalizing Debate

Equalizing is an interesting topic and one that is frequently raised during discussions on batteries. There are many theories on when and how batteries should be equalized and instructions vary from one manufacturer to another. It is my personal opinion that batteries should only be equalized as a last resort to partially restore severely depleted capacity prior to replacement, or as an attempt to correct a dead cell. Periodic equalizing will typically increase your batteries capacities, but at the expense of their life expectancy. This is of course a personal opinion, but one that is supported by several of the major battery manufacturers.

Regardless of what advice you choose to follow, some non-Flooded Lead Acid batteries cannot be equalized including all Gel Cell batteries and selected AGM's. Please contact the manufacturer of these batteries for further information.

Your House Has Batteries, Too

An important point to consider is that your coach has two 'battery banks', one for the domestic (otherwise known as coach or house) batteries, and one for the chassis (otherwise known as starting or cranking) batteries. Both battery banks must receive a charge current during long-term storage, and this can be facilitated with

Storage of your RV continued

a device manufactured by Xantrex Corporation, called the 'Echo Charger'. This device, which is installed on all late model Country Coaches, will transfer a trickle charge from the domestic batteries to the chassis battery, when the domestic battery voltage is 13 volts or higher. Installation on earlier model coaches is simply a matter of connecting three wires, one to ground and one each to the chassis and domestic battery bank.

Confused by the seemingly endless battery terminology? Let's see if this helps.

Flooded Lead Acid batteries (FLA) otherwise known as Lead Acid or Wet Cells are the most commonly used battery due mainly to their low price and adequate performance. If you can easily remove the caps and see liquid inside then the battery is likely a Flooded Lead Acid.

Sealed Lead Acid batteries (SLA), which are also known as Sealed Valve Regulated (SVR) or Valve Regulated Lead Acid (VRLA), are used in the majority of late model cars, light trucks and SUVs etc. These batteries are sealed for life. No maintenance is required other than cleaning the exterior and checking the connections.

Absorbed Glass Mat (AGM) or Recombinant is a variant of the Sealed Lead Acid battery, with the addition of fiber matting that is placed between the plates of each cell. This type of battery has superior charging characteristics to that of the Flooded Lead Acid batteries, along with a dramatically enhanced life expectancy.

Gel Cells are another form of sealed battery however, unlike the AGM, they have a relatively high internal resistance which causes the battery to heat up dramatically during rapid charging. The heat produced can easily cause permanent damage to the battery. The technology is good but not suited to most high-end RV applications.

A parasitic load is an otherwise negligible battery current draw that does not present a problem when the coach is plugged into shore power, but will discharge the batteries over a period of a few weeks, or less, while the coach is in storage. Parasitic loads are typically caused by the memory circuits on modern dash radios etc., and they can be disconnected for storage purposes. Doing so however will reset the dash radio, and other systems that rely on this circuit to default settings, and may make important functions such as the backup camera inoperative until the correct settings are reprogrammed.

Equalization is a process of increasing the voltage to the batteries to about 16 volts for a timed period, while limiting the charge current to about 10 amps to avoid battery damage. All coach loads should be disconnected during the process to avoid damage from the elevated voltage, and to ensure that the limited charge current is only directed to the batteries.

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Facebook Challenge!

The Challenge continues! We ask our members to post pictures of themselves either with their Country Coach or just having fun! Watch for pictures to be featured in our eNews.



**Bill & Jolene Whetstone
1999 Magna
Ennis, Montana**



**Gary & Debbie Glenn
2006 Magna
Foxboro, MA**



**Ron & Susan O'Brien
2008 Intrigue**



**Robert & Melanie Tiperman
2005 Affinity**

Watch for more photos next month!

**or
email your photos to:**

debbie@brightidearvledlights.com



Late Model Country Coach Curb Lights

By: Gary Glenn

If you are like many you probably have at least one curb light not working.



As far as I know there is not a replacement for the hard-wired bulb. The whole unit is put in an adhesive and over laid on the backside, so the whole unit is nearly impossible to remove.

I hate when things don't work or there is no specific replacement. I pulled the bulb out that were weak at best anyway and cut the socket off.



I installed a T10 pigtail I could get a T10-25 cool white LED through the hole in the fixture. Would have gone bigger but doesn't fit. It would require enlarging the hole to fit but would have been too large for the pigtail to stay in place. I also was afraid a 15-year-old piece of plastic would disintegrate. The plug fits very snug it is made of rubber so it will work with you in getting it in the hole.



I'm very happy with the amount of light I'm getting very close to the original maybe a little better. Now I'm using 2 amps as opposed to 10 amps per light, and no heat to melt anything. This was a couple hour project, but that was figuring everything out and doing the installation.

The only problem I have now is one of my fixtures is busted up pretty badly so for now I used the old Duct Tape method of repair until I can get home to see what I can figure out.

If you have a need to redo your curb lights, Bright Ideas RV LED Lights is selling the kit for 4 curb lights for \$45.00 which includes 4-T10 Pigtailed, 4-T10-25 Cool White LEDs, 8 Butt Connectors, plus shipping.

www.BrightIdeaVentures.com

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All Rallies Calender

2020 and 2021 UPCOMING RALLIES

2020

OCTOBER

October 14-19
Country Coach Int'l
Savannah, GA

October 19-23
Southeast CCers
Brunswick, GA

NOVEMBER

November 25-29
NW CCers
Salem, OR

2021

JANUARY

Jan 13-18
Country Coach Int'l
Lakeland, FL

MARCH

March 10-13
FMCA Int'l Rally
Perry, GA

Dates - TBD
Rocky Mountain
CCers
Benson, AZ

APRIL

April 9-14
Country Coach Int'l
Washington DC

April 19-24
CCFI
Tucson, AZ

JUNE

June 9-12
FMCA-Great Lake
Area Rally
Allegan, MI

June 24-27
FMCA-Northwest
Area Rally
Longview, WA

JULY

July 7-10
FMCA Int'l Rally
Gillette, WY

July 12-16
Country Coach Int'l
Santa Fe, NM

SEPTEMBER

September 29-Oct 2
FMCA-Eastern Rally
Lewisburg, WV

OCTOBER

Oct 5-10
Country Coach Int'l
Kerrville, TX

October 6-9
FMCA-South Central
Hutchinson, KS

October 20-23
FMCA-Rocky
Mountain Rally
Tucson, AZ



If your Country Coach Club has a rally event that is not listed here, please contact the Club at club@countrycoachclub.com so we may include your event(s)."

"See Page 3 for all Country Coach Club websites and Club contact information.

Five Years of CCI Rallies

If you have a great, possible rally site in mind, let us know. Just eMail Tammy Toalson (VPRallyCoordinator@countrycoachclub.com) with information and why you think it would be a great destination.

Past events

Jan. 2020 - Lakeland, FL

Sep 2019 Foxboro, MA

Jun 2019 Door County, WI

Mar 2019 Tucson, AZ

Dec 2018 St Augustine, FL

Oct 2018 Dandridge, TN

Jul 2018 Colorado Springs, CO

Mar 2018 New Orleans, LA

Jan 2018 Tampa Supershow, Tampa, FL

Sep 2017 Virginia Historic Triangle, VA

Jul 2017 Vendors Galore, Columbus, IN

Feb 2017 Friends and Fun in the Sun - Lazydays, Tampa, FL

Oct 2016 My Old Kentucky Home, KY Horse Park, Lexington, KY

Apr 2016 Meet me in St Louis, St. Louis, MO

Feb 2016 Fun in the Sun, Lazydays, Tampa, FL

Sep 2015 Waterfalls, Wineries and Gorges - Watkins Glen, NY

Jul 2015 A Step Back in Time- Shippshewana, IN

RVFogDr – Here to help!

We strive daily to help enhance the RV lifestyle by providing solutions to many of the issues that give us pause.... We're here to help - and keep you safely on the road - Give us a call. You'll find our attention to detail and level of professionalism to be outstanding.

- 1. We've been in the automotive/collision repair business for over 25 years*
- 2. In glass repair and replacement for over 15 years*
- 3. In motorhome collision repair for over 10 years*
- 4. We are a direct repair facility for many insurance companies*
- 5. Specializing in motorhome and travel trailer custom body paint and refresh*
- 6. Specializing in RV collision repair of all types*



Call us today

For information or to set an appointment, call: (501) 278-3015.

Stop by! 2210 Dodge

Avenue Searcy, AR 72143 or email: RVFogDr@rvfogdr.com



CCI 2020 & 2021 Rallies

CCI is in the planning phase on many events and themes. We are currently working with other CC Clubs as well as host sites. More information will be available in upcoming issues of the eNews.

**October 14-19, 2020
Creek Fire RV Resort
Savannah, GA**

CreekFire RV Resort has something for everyone whether you want to escape to the outdoors or explore the historic city of Savannah, Georgia. Park an RV, pitch a tent or stay in one of our deluxe cabins while enjoying ample space in nature to relax, unwind and breathe in the fresh air. Hike, splash, and play your way all over the resort – creating memories with your family and friends that will last a lifetime.

**April 9-12, 2021
Cherry Hill Park
Maryland**

Cherry Hill Park is a family-owned and operated campground that has been in the Gurevich family for 5 generations. We love hosting guests from all across America, from all over the world, and from just down the road in our home state of Maryland.

Our story begins back in 1921, when Jacob and Rose Gurevich moved out to the country from Washington, DC. They bought a plot of land, started Cherry Hill Poultry Farm, and set up a general store right by the road. When travelers came through, Rose allowed them to set up camp behind the store, and the Gurevich family entered the industry of hospitality for the first time.

After World War II, the nation experienced a housing crisis. We became Cherry Hill Trailer Park, then Cherry Hill Mobile Home Village, housing many GIs and young families.

As the interstate highway system grew, Americans began to travel for leisure, and many needed a place to stay while visiting Washington, DC. Cherry Hill Campcity was born, and we became a business that catered to travelers and tourists for the first time.

In the 1980s, Rose and Jacob's grandson Norman Gurevich and his wife, Joan, had a vision for a new kind of campground: a top-tier destination park that offered premium amenities, extensive services, full hook-ups, and room for even the biggest RVs. We built Cherry Hill Park from scratch, moving one mile down the road from our original location.

2 generations later, we've officially settled into our new location, and we are still focused on continuing to grow and change to accommodate the needs of our guests. In 2015, we completed another major renovation, adding a splash park, premium log cabins, 18-hole mini golf, a new bath-house, a gym, an outdoor pavilion, new laundry facilities, and group tenting sites. In 2017, we were fortunate to win our third Campground of the Year award from ARVC (also 2007 & 2002). We enjoy outstanding ratings from Good Sam, as well as from guest review sites like Google, TripAdvisor, and Campground Reviews.

Through all of the changes, we've stayed rooted in the same values we held as a family of farmers. We're proud to work hard and to put smiles on the faces of those we serve. We focus each day on providing our guests with the best hospitality and tourism options that Washington, DC, has to offer.

**We are always looking for rally locations. If you have any ideas or would be interested in assisting in hosting a rally, please contact:
Tammy Toalson at VPRallyCoordinator@countrycoachclub.com**



Benefits of Membership

INFORMATION AND ACCESS

- Dedicated Club website
- Member's Directory online
- Library of Technical & DIY Articles
- Member's Facebook Forum
- Country Coach Brochures & Specs
- Online breaking news through the CCI Facebook Page
- Regional Clubs' news
- Forms available for download online
- Services & Parts Resources
- One FREE Ad for your CCI/RV or Product/Service

QUALITY MONTHLY eNEWSLETTER

- Professionally designed monthly eNewsletter -
ON the ROAD AGAIN,
- Sent via email only to members in good standing, or for a limited time to members with dues payment in arrears.

ACCESS TO all CLUB OFFICERS

- Phone: Call the specific Officer to address your need
- Email CCI:
club@countrycoachclub.com
- Club Website:
www.countrycoachclub.com

TRAVEL PLANS HELP

- Use the Member's FaceBook Page for advice on routing, sights, and trouble spots
- Real-time, on-the-road help with mechanical problems, post a problem to the member's Internet Forum for quick replies

COUNTRY COACH RALLIES

- Enjoy camaraderie with fellow owners of The World's Finest Motor Coaches at rallies around the country.
- CCI offers multiple rallies per year.
- Independent Regional Country Coach Clubs across the nation also rally several times per year in their particular geographic regions.
- CCI will often partner and do joint rallies with these Regional Clubs

SERVICES AND PARTS RESOURCES

- Member Discounts & Special Offers from over 40 Partners of CCI. Many are listed here in the News.
- Place one FREE classified ad per year in the classified section of the Club website. Visit the website for details.