

On the Road Again

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

April, 2019

Tucson Rally's Report



Distinguished Vendor Award 2019
Eric Olstrom - Olstrom Custom Coach

On the Road Again

April, 2019 Issue 04, Volume 11

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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 - dglenn@smabitx.com. The Editor reserves the right to edit, shorten, or modify any material submitted.

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Country Coach International

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

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Other Country Coach FMCA Chapters

Contact individual Clubs for more information and rally schedules

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Reports to Members

FROM your PRESIDENT by Bill Sax

Hi, CCI!

Spring is taking its time getting here, but it's trying. With Spring comes rally season. What is rally season? It's an opportunity to socialize with other Country Coach owners in a fun and educational way. We offer rallies all over the US, during different times of the year. Often the rallies will have 30 or more Country Coach's at a campground. What a sight!!!

CCI just had a successful rally in Tucson, thanks Lee Zaborowski & Dianne Hegler for spearheading that one. We had 20 Coaches there and of those 9 were first-timers.

We have two more scheduled for 2019, Door County, Wisconsin & Normandy Farms near Boston, plus we're already planning for 2020. If you have never attended a Country Coach rally you are missing something.

Our Country Coach's are unique luxury coaches



with thousands of moving parts and limited support. What we do have is a treasure trove of technical knowledge in our membership. Our members readily share their knowledge with each other and our rallies offer "tech talks" that generally end up with someone opening an engine compartment.

My knowledge of a Class A RV was zero, but by attending our rallies I have discovered and corrected almost every issue I've encountered. That alone makes CCI & attending rallies worthwhile.

But it's not all RV tech talking. We always have activities and meals planned. From seminars at the campgrounds to tours and concerts in the community. Plus we always leave time for "social hour."

Feel free to contact me about attending a rally, it's one of the best things we have done. I can't count the new friendships we have made with people who were smart enough or lucky enough to get one of these magnificent coaches!!!

I'll be CCing you soon!

Bill Sax

Treasurer Report

FROM the TREASURER: THE CCI BALANCE SHEET

Dianne Hegler



March 31, 2019 CCI OPERATING FUNDS*			March 31, 2019 CCI RALLY ACCOUNT*		
BEG BAL		\$15,199.04	BEG BAL		\$16,128.46
END BAL		\$15,925.91	END BAL		\$10,071.63
THREE CDs		\$51,630.95	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



Scott Honeycutt and Jannette Honeycutt Allure Paris, AR

John Jacobsen and Nancy Jacobsen Magna Indio, CA

Kathleen Cross and Terry Allen Inspire Lee's Summit, MO

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We started this business because the wait time to get in was months at dealers and we are finding that we are so busy we are weeks out, a month if its major repair. This is not acceptable to us that is why we are looking to hire 1-2 more technicians or anyone with construction background. Do you know of anyone that loves helping customers, likes learning and looking for a career with benefits, if so have them call 636-583-2244 and ask for Christina Reynolds. If they have a good work ethic we can teach them the rest.

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Tucson Rally Report

by Lee Zaborowski

We had a great time! Thirty-nine CCI members gathered at the Tucson, AZ, KOA again (the last time was 7 years ago, in 2012) for an awesome event. The Rally started on a Sunday. Half of the couples were first timers, nevertheless, the whole group bonded quickly. One of the KOA sites with a fireplace was chosen as the Welcome/Host site. With the CCI feather flag waving in the breeze, the site was used as the rally registration location, and quickly became the nightly gathering point for talk and beverages around the fire. The weather was near perfect, with warm spring days, temperatures in the 70-80 range. However, once the sun went down the air temperature dropped fairly quickly, so the warmth of the fire was really appreciated.



The Sunday dinner/evening time was filled with a Social Hour, Dinner and Welcome Orientation. The opening meal was ribs and sides, prepared and served by Jason and his staff from BBQ Rush, the on-site restaurant located on the KOA property. The ribs were a hit, along with the rest of the meal. Jason was a great meal host. BBQ Rush did all the group meals and Jason kept the quality of all the meals at a high standard.

Four major venues were arranged for the rally. Each location tour was led by a venue Docent or Host, assuring we'd get the most out of what we saw at that destination.

Monday we went to the Arizona-Sonora Desert Museum (ASDM), which is an outdoor facility focused on regional plants and animals, plus historic and nature related

artifacts. This is a popular destination, it seemed like everyone in Tucson was there, adding credence to ASDM being named the number one visitor destination in the region. We were split into smaller groups during the tour, so everyone was able to walk and talk with a docent discussing items passed or observed. Like kids, many of us had to try out the fierce tribal bird costume and relax in the Coati kid's playhouse. Dianne Hegler led the morning group and Lee Zaborowski led the afternoon group.



The Tuesday morning Tech Talk followed breakfast and proved to be an informative Q & A. After an 'afternoon on your own' time we gathered for the Social Hour and Dinner by BBQ Rush.



During dinner our evening entertainment did their setup and casually entertained us. We were also joined by Eric Olstrom and friends. Chad and Mark, aka LEFTOVERS

AND CAKE provided a lively evening of eclectic and ageless, classic rock and country, with many folks dancing as well.

Wednesday was a full day. The group carpoled to the Pima Air & Space Museum



(PASM) for a morning docent led tram tour. Our docent was amazing, his knowledge of the many planes was encyclopedic. Even more than that, he claimed to have flown most of them. Once the tram tour was over, we were able to walk from hanger to hanger to view the special planes inside.

With the time approaching noon, we drove over to Olstrom Custom Coach. We



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were the guests of Eric and his team for a great grilled lunch, followed by a program highlighted by the first time presentation of a custom plaque from the CCI Board and Membership to Eric as our first DISTINGUISHED VENDOR. Eric said he was thrilled and proud. As promised Eric then led an extensive Country Coach Q & A.



Thursday was our last full day. The last tour of the Rally was the Presidio Museum Tour with three Living History demonstrations. The Presidio San Agustín del Tucson Museum is a re-creation of the Tucson Presidio built in 1775. We traveled back in time to learn about life as early Tucsonans would have lived it. The Docent tours discussed life in the Santa Cruz Valley for early Native Americans, Presidio residents and Territorial Period settlers.



That afternoon, rally attendees brought their Raffle donations to our KOA meeting room. Raffle tickets were sold during the social and dinner hours. The following raffle was good fun resulting in \$1,000 being raised for the KOA Care Camps for children with cancer.

Rally goers shared thanks, safe travels, and good byes. There was much talk about attending the Door County, WI, Rally and/or Santa Fe, NM, Rally next year.



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Compiled from the Country Coach Tech Topics site by Mike Cebula

Engine / Transmission By Brian Keys

Now that we have covered the components that use power and torque to get your coach moving, lets backtrack a little to where it all began... the engine and transmission. In the first of this series of articles, we discussed the filters for both the engine and transmission, and we shall avoid the subject of lubricant types and service intervals because we all have our personal preferences on the former, and the latter. Recommended service information is readily available in your chassis manual. So, what is left to discuss? Well, lots actually. Let's begin...

1. Belts

We are all hopefully up to speed on the importance of regular checks on your engines belts including tension, evidence of wear/cracking, frayed edges, and evidence of perforations on multi-rib belts from driving perhaps a little too fast on loose gravel surfaces. But what about the belt pulleys? With the engine running at idle, do your V-belts run smoothly, or are they oscillating between the pulleys like a heavily struck guitar string? If the latter is true, then try replacing the belt first, ensuring the correct tension is attained. If the problem still exists, then one or more of the belt pulleys on your engine is likely in need of replacement due to uneven wear. This guilty culprit is usually fairly obvious upon close inspection with the belt removed.

Multi-rib belts are less prone to oscillation and uneven pulley wear, but keep an eye on the automatic belt tensioner as the engine is running. Is it bouncing frantically on the belt, or is it relatively stationary as the tensioner pulley spins? If the former is true, then with the engine stopped and disabled, release the tension from the automatic tensioner and remove the multi-rib belt. Check the pulley on the tensioner and all idler pulleys for worn bearings or eccentricity and replace as necessary. Belts that have frayed edges may indicate an alignment problem with the pulleys.

2. Throttle System

Just what exactly is the throttle system you might ask? Those of you with an electronically controlled engine may be left wondering because your coach doesn't really have one, with the possible exception of the throttle pedal itself. However, those coaches that pre-date the insurgence of electronic controls will require some means of linking the throttle pedal at the front of the coach to the fuel injector pump on the engine. This is done by air on earlier models, and an ETS (Electronic Throttle System) on later models. To discern which type of control was used on your coach, simply explore the area between the carpet and the underside of your throttle pedal. If you see a bulky pneumatic valve in this area with air lines sneaking beneath the carpet, then you have the earlier air throttle. If, however, you see a roller connected to an electrical sensor with its associated wiring, then you will have the later ETS system assuming your engine is not electronically controlled by way of an engine computer. If you have a CAT C9, C10, C12, C13, C15, or Cummins ISC/ISL then the remainder of this section does not apply to you.

Does your engine respond immediately and smoothly as you press your foot on the throttle pedal, or does it ignore your request for more power at first before delivering it in an embarrassing surge as you push the throttle pedal down a little further? This problem may be a result of a worn air actuator on the engine, or an indication of a throttle linkage that is in desperate need of lubrication. The air actuator is a small pneumatic device that bolts onto your engine and connects to the fuel pump via a linkage of some sort. A worn actuator will allow air to blow by the seal as you initially press your foot on the throttle, before taking hold with a vengeance as more throttle is applied. A replacement actuator is the preferred solution as opposed to a rebuild kit if one is indeed available. A sticking throttle linkage on the other hand is easily rectified with a liberal application of a light lubricant such as WD40. Heavy lubricants are to be avoided as they will cause dirt to adhere to the linkage. Pay particular attention to the throttle shaft as it enters the fuel pump.

How about a different scenario? As you press your foot on the throttle pedal, does your engine build power in a normal fashion before suddenly releasing back to an idle? This is obviously not an ideal situation, particularly when you are trying to merge with traffic on an on-ramp. This is a symptom of a slipping clutch on the later ETS system and, as before, the culprit is most likely a binding throttle linkage caused by insufficient lubrication.

No conversation on the earlier throttle systems is complete without a brief discussion on springs, specifically the throttle return springs that are responsible for returning your engine to an idle once you have lifted your foot off the gas pedal. These springs endure frequent extend/contract cycling as you vary the position of the throttle pedal during driving, and are therefore prone to eventually break. If you haven't done so already, I strongly advise you to replace them (generally two side by side) at your earliest convenience, and every year thereafter regardless of the mileage. These springs are easily located at the throttle linkage on your engine, and should be replaced in pairs. Take care that you use the correct spring however, as an increased pull tension may result in symptoms similar to a sticking throttle linkage.

3. Exhaust Brake

The Exhaust Brake has been covered several times in recent Destinations articles, but let me go through the drill once again here to ensure this article is complete. If you have been tinkering on your coach as you make your way through this article, then you probably don't want to add burns to your growing collection of nicks, cuts, and bruises. For that reason, please ensure that the engine - in particular the turbo and exhaust brake assembly - has cooled sufficiently before you begin working on it.

Once you have gained access to the exhaust brake, look for any signs of soot on either side of the exhaust brake as it mounts to the turbo and exhaust system. If present, this can generally be rectified by applying more tension to the band clamps as you gently tap them around their outer circumference with a hammer. In some cases, a new band clamp may be required. With the auxiliary air system pressurized, the next step is to ensure your hands are clear of the exhaust brake, and that the exhaust brake switch is in the 'on' position. Watch the exhaust brake closely while your accomplice cycles the ignition switch off and on without cranking the engine. Does it move freely through its complete stroke and release rapidly every time? If yes, then apply some high temperature silicone based lubricant to all moving parts and call it good.

This specialized lubricant can be purchased from us as part# 500070, or from PACBRAKE as part# 18037. PACBRAKE can be contacted at 800-663-0096 or info@pacbrake.com

If you find that the exhaust brake binds in both directions then try the aforementioned lubricant first. If this doesn't solve the problem, then disconnect the pneumatic cylinder from the exhaust brake butterfly flapper and move the flapper itself. If the flapper moves freely then your pneumatic cylinder likely needs

to be replaced.

If the cylinder extends rapidly, but is slow to return, first check the small valve at the base of the cylinder for a mud dauber or other insect nest that may have blocked the exhaust port. Next, try to extend the cylinder by hand. If it extends easily, then the cylinder's internal return spring is either weak or broken, which will necessitate a replacement of the complete cylinder.

Another scenario you might witness as the ignition cycles is a pronounced air leak and an immobile exhaust brake. This is usually caused by a failed, or partially missing 'rapid exhaust valve'. This valve, which is located at the base of the pneumatic cylinder, only exists on older exhaust brake systems, such as those used on the Gillig chassis. Newer exhaust brake systems use a two way pneumatic valve located beneath the bed deck to control the exhaust brake cylinder. This valve can easily be retrofitted into earlier coaches and eliminates the need for an often difficult to find rapid exhaust valve. If you would like some specific instructions for this replacement, just send an email to support@countrycoach.com with the words 'exhaust brake instructions' in the subject line. Don't forget to include your suggestions for future articles in the email!

Did I mention that you should keep your hands clear of the exhaust brake at all times when the ignition is turned on or off? Your fingers will appreciate this warning...

4. Coolant

In the first article of this series I made reference to an upcoming article on coolant that will unlock all the mysteries and provide detailed information on a subject that is critical to the longevity of your engine. That article from one of our coach owners is included on page 12 of this issue.

5. Engine Kill Circuit

The engine kill circuit is technically part of your coach's electrical system and should therefore be addressed under the electrical system but I want to raise the topic briefly in this article, however, for those who have difficulty starting their coach after having spent some time tinkering in the engine bay area.

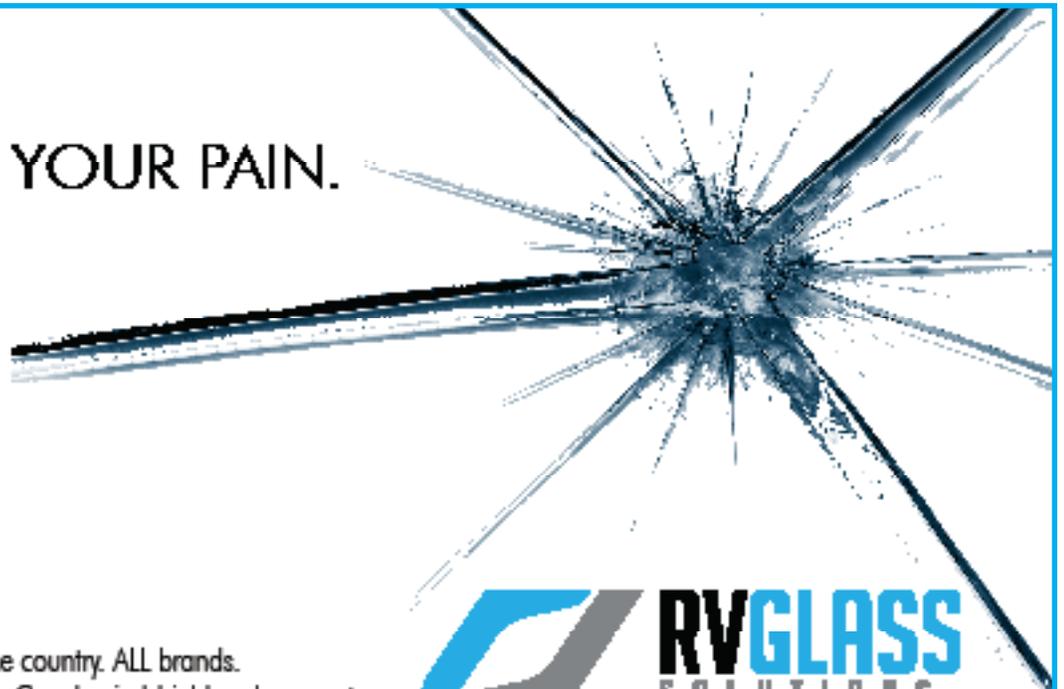
You see, lurking somewhat menacingly behind, or perhaps adjacent to the emergency stop switch (or engine kill switch) located in the upper right corner of your engine compartment is a small black relay of the single pole, double throw variety (SPDT). This relay is generally well behaved until your coach has quite a few miles or years beneath its belt, at which time it can become temperamental. All is well until you perhaps nudge it with your elbow, close the bed deck a little too hard, or shoot it with a stubborn throttle return spring and now suddenly, you find your coach refuses to start... Well that's not quite true actually. Your coach may start just fine, and continue to run as long as you crank the engine over, but once you let go of the key it immediately dies! Current models have not used this relay for several years now, so if you have one, it is probably time to replace yours. It may never become a problem. However, the relay is inexpensive and it does play a critical role in keeping your engine running, or more importantly, stopping quickly when you don't want it to run. The relay is readily available in various brands from most automotive stores, and is commonly sold as part of an installation kit for fog lamps or similar. It must have five pins (most do), and the center pin must be marked '87a', not '87' which would indicate an incorrect single pole, single throw (SPST) relay.

Generator Filters Maintenance Tip

Compiled from the Country Coach Tech Topics site by Mike Cebula

As with the engine on your coach, the generator will also require periodic replacement of the air, oil and fuel filters. Propane powered generators will not require a fuel filter. However, diesel generators do, and this filter will cause some trouble due to algae growth in the diesel fuel if the generator lies dormant for a prolonged period of time. If you remove the fuel filter to find it full of a heavy green tinted liquid, then you are probably not running the generator enough to ensure the fuel in the hoses running to and from the diesel tank remain fresh. I recommend at a minimum that the generator is run for at least two hours on a monthly basis. While the fuel filter may require more frequent servicing due to stagnant fuel, the air and oil filter can safely be replaced according to the generators maintenance schedule.

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Wanted! - Stories, Articles & News

We would like to invite our members to submit stories about their experiences in traveling in their Motorhome. This would include funny stories, travels you have made and places you have seen.

We would like articles about what you have done to your motorhome, remodels do's and don'ts or anything that would relate to working on your motorhome.

We would like news about the motorhome industry, RV Parks and insurance information.

Please submit your articles to Debbie Glenn at dglenn@smabitx.com.

You could receive CCI Bucks if your article is published!



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All Rallies Calender

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MAY

May 2-5
NWCCers
Silverton, OR

JUNE

June 5-9
Nor'Easter CC
Wells Beach, ME

June 5-9
Rocky Mtn Country
Coachers
Coos Bay, OR

June 5-9
FMCA Great Lakes Rally
Allegan, MI

June 6-9
FMCA Northwest Rally
Albany, OR

June 11-14
NWCCers
Ashland, OR

June 21-26
Country Coach Int'l
Door County, WI

JULY

July 25-28
FMCA - Northeast Rally
Syracuse, NY

AUGUST

August 14-17
FMCA 100th Int'l Convention
Minot, ND

August 26-29
NWCCers
Westfir, OR

SEPTEMBER

September 4-8
Rocky Mtn Coach Coach
Creede, CO

September 18-21
FMCA South Central Rally
Shreveport, LA

September 22-27
Country Coach Int'l
Normandy Farms, MA

September 26-29
NW Country Coachers
Prosser, WA

OCTOBER

October 17-20
FMCA Rock Mtn
Tucson, AZ

October 21-25
FMCA INTO Rally
Myrtle Beach, SC

October 23-27
CC Texans
Mineola, TX

JANUARY 2020

January 8-12
FMCA Western Area
Indo, CA



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

	Feb 2017	Friends and Fun in the Sun - Lazydays, Tampa, FL
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	
	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
	Mar 2015	California, Here we come, CA
	Aug 2014	"Northwest Adventure" CCI Pre-Rally, OR

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 2019 Rallies

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

June 21 - 26, 2019 - SOLD OUT

Door County, WI

Money Magazine calls Door County “*One of the Top Ten Vacation Destinations in North America.*” Tentative plans for “Wisconsin’s thumb” include: *Peninsula Player Theatre* - America’s Oldest Professional Resident Summer Theatre; *Lambeau Field* (home of the Green Bay Packers) Stadium Tour; *Fish Boil Dinner* at the White Gull Inn; *Tours of Door County* - Art Fairs, Crafts, Festivals, & much more.

September 22-27, 2019

“Let’s do Boston”

Normandy Farms RV Resort, Foxboro, MA

REGISTRATION IS NOW OPEN ON OUR WEBSITE

Nestled deep in the woods between Boston & Cape Cod, Normandy Farms is a luxury camping destination that has been a family tradition since 1971 and widely recognized as one of the premier resorts in the world.

Looking forward for 2020

We are working at hosting several rallies for 2020. If you have any ideas or would be interested in assisting in hosting a rally, please contact:

Tammy Toalson at VPRallyCoordinator@countrycoachclub.com

Membership



Benefits of Membership

INFORMATION AND ACCESS

- Dedicated Club website
- Member's Directory online
- Library of Technical & DIY Articles
- Member's Facebook Forum
- 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.