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## On the Road Again

“The Original” Country Coach Owners Club, Serving you since 1984

August 2022, Issue 6 Volume 14

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Cajun Palms Rally Registration  
is ALMOST SOLD-OUT!

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Lakeland, FL & Auburndale, FL Rallies  
are also open for Registration!

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## New Holland, PA Rally Choo Choo Barn

# Officer Contact List

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

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**CCI Contact Information**  
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## Other Country Coach FMCA Chapters

Contact individual Clubs for more information and rally schedules

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jrhorning@live.com

### Country Coach Friends Incorporated

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www.countrycoachfriendsincorporated.com

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### Need Name Tags?

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### Southeast Country Coachers

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931-446-7856  
secountrycoach@gmail.com  
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# Member Information

**LOGIN INFORMATION:** 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](http://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 Officer Contact List, page 2 (yellow box) for email address.

**TO MAIL DUES, ETC, TO THE CLUB:** See Officer Contact List, page 2, (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 Officer Contact List (page 2), 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.

## 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 - [VPPublications@countrycoachclub.com](mailto:VPPublications@countrycoachclub.com). The Editor reserves the right to edit, shorten, or modify any material submitted.

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## PHOTOGRAPH CREDITS

Club Members and CCI Files.

## CLASSIFIED AD POLICY

Classified Text or Display full color advertising submitted for publication in this eNewsletter may be subject to publisher's discretion. Only advertising of interest and/or service to CCI members/Country Coach motorcoach owners will be accepted. Ad placement in this eNewsletter does not imply endorsement by CCI of the product/service. For advertising, space availability, rates and more information email the club at:

[club@countrycoachclub.com](mailto:club@countrycoachclub.com)

# Reports to Members

## From your President

**PRESIDENT**  
**Bill Sax**



Hi CCI!

So far, the Summer has been fun. We finished our “tour” of the Pennsylvania & New York areas. Our last stay was in Oswego, New York on Lake Ontario. I could really get used to those temperatures....

The Pennsylvania rally went off without a hitch. Joe Rossi, Bonnie Data & Tammy Toalson organized another perfect rally. The Amish experience & trip to Hershey were enjoyed by everyone, though I was on chocolate overload for a couple of days.

But now we are back in the Mid-west. Temps in the 90's with humidity to match. Oww. We had a windshield replacement in Elkhart, IN at RV Glass Solutions. It was a perfect experience. They have 50 amp hook up. The staff was professional and had the whole thing replaced on schedule. (Thank goodness for zero deductible windshield coverage) RV Glass Solutions are a great company & CCI sponsor. On a side note, if you ever go there Bradd & Hall, another CCI sponsor, is right next door. We used them for part of our remodel last year buying Amish made table, chairs & credenza.

We plan on returning home to the St. Louis area mid-August for doctors' visits and grand-kid immersion. We should be back on the road mid-September heading south for the Cajun Palms rally, Texas and eventually Florida for the winter.

Pay attention to our website & newsletter about upcoming rallies. We have some deep into the planning stage in Florida over the Winter and then Spring rally after the FMCA International in March.

We hope to at one of those.....

We'll be CCing you soon!  
Bill

# Reports to Members

## New Members

From Buddy Bordes, VP Membership



Richard Proskow and Nancy Proskow	Allure	Box Elder, SD
Jason Smith and Marissa Smith	Allure	Eagle, ID
Rick Olson and Maritere Olson	Intrigue	Davie, FL
Greg Sullivan	Intrigue	Flagler Beach, FL

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

[Click Here!](#)

## Treasurer Report



From Dianne Hegler, Treasurer

July 31, 2022 CCI GENERAL ACCT			July 31, 2022 CCI RALLY ACCOUNT*		
BEG BAL		\$8,700.34	BEG BAL		\$14,739.57
END BAL		\$9,216.45	END BAL		\$15,191.55
MONEY MARKET		\$46,046.45	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](mailto:CCITreasurer@CountryCoachClub.com)

# Advertiser of the Month - Premier RV of Oregon

Premier RV Services was created with You, our Longtime Friends, in mind. We're here with qualified services such as renovations and coach repairs; a safe, secure place to store your motorcoach in between those RVing adventures; and a reputable partner to entrust your Country Coach (or other Highline brand) to if and when you decide to sell your motorcoach. We specialize in Country Coach, but well-maintained, gently used "other brand" highline diesel motorcoaches are welcome. We always need new consignments! Give us a call at 541-998-2640. Don't wish to consign? Call us about a possible purchase of your coach, too. Trades are welcomed. Stop in and take a tour of the largest indoor showroom of pre-owned Country Coaches and highend diesel engine motorhomes in the U.S. at 325 East First Avenue in Junction City.



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541.998.2640 Ofc

# Pickleball Terminology & Video

*This article is copied from the Parade Magazine of the Washington Post and submitted by Pat Gauch*

**Dillball:** Shot that is inbounds and has bounced once; a live ball.

**Dink Shot:** A soft shot that arcs over the net and falls into the opposing non-volley zone.

**Falafel:** “Dead paddle,” or a short shot due to hitting the pickleball ball with little or no power.

**Flabjack:** A midair pickleball shot that must bounce once before it can be hit during one of the first two shots of any point (the return of serve or return of the serve return). After the third shot, no bounce is necessary and can volley (hit in midair without bouncing).

**Kitchen:** Slang term for the Non-Volley Zone.

**OPA:** Sometimes shouted out after the third shot has been hit, open volleying has begun.

**Pickle:** Warning shouted out by the server to alert all players on the pickleball court that they are about to serve.

**Poach:** In doubles pickleball, to cross over into your partner’s side of the court to hit a shot.

**Volley Llama:** Term referring to an illegal move (fault) where pickleball players hits a volley shot in the Non-Volley Zone. (This one is our hands-down favorite).

**A Fun Video about Pickleball!**

[https://www.youtube.com/watch?v=MtEWJSc\\_FJw](https://www.youtube.com/watch?v=MtEWJSc_FJw)

## Spring Gulch RV Rally Video’s

Below are some great videos created by one of our members, **Myron Whitley** at the recent RV Rally in New Holland, PA

Thanks for sharing them with the rest of the membership

Hershey Chocolate Factory - Hershey, PA

<https://vimeo.com/741586262>

Choo Choo Barn - July 17, 2022

<https://vimeo.com/741588225>

# TSD is Now “Open Roads!”

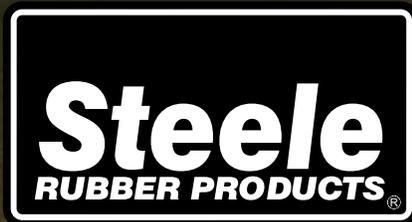
Open Roads is a discount fuel program open to anyone who purchases diesel fuel, whether it be a diesel pickup truck, RV, or a semi-truck.

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Have a gasoline vehicle? You’re in luck! Coming soon in 2022 we will be offering a gasoline discount card as well.

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# Cajun Palm RV Rally - Registration is OPEN

**Join CCI at Cajun Palms RV Resort**

**Henderson, LA**

**Arriving Oct 17th - departing Oct 24th**

Cajun Country is calling! Cajun Palms RV Resort in Breaux Bridge, LA is hosting our club. Plan on arriving on Oct 17th and departing on Oct 24th, 2022, for a week of fun. Cajun Palms Resort is conveniently located between Lafayette and Baton Rouge and close to Henderson, Louisiana, Cajun Palms RV Resort provides a great rally destination! Henderson is well known for its Cajun culture and its legendary Cajun cooking and crawfish. This area hosts a number of popular restaurants, shops and swamp tours.

There are so many things to see in the area, we are working on a great schedule. We will update as we get the schedule worked out. Registration is limited to 30 coaches.

And as always there will be food and fellowship, tech talks and more!

Important Campground Fee is included in your rally fees!

The total for camping fees for the week is \$305. Your Rally Fee is \$150.00 per member, \$200 per non-member. Your rally fee includes tour fees and meals. There will be time for exploring other area attractions.

\*Registrations cancelled after Sept 17th may not be eligible for refund due to prepaid costs for the rally. Rally reservations cancelled before the deadline will incur deductions for non-refundable items (i.e. credit card fees, prepaid fees).

**[CLICK HERE TO REGISTER](#)**

**Call Tammy Toalson for any questions: 850-866-5758**  
**or email: [VPRallyCoordinator@CountryCoachClub.com](mailto:VPRallyCoordinator@CountryCoachClub.com)**

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- **Look no further than Overland Insurance for the best Country Coach Insurance coverage**, at the lowest RV insurance rates. Get a free RV Insurance Quote Online Now! Overland Insurance is a premier supplier of affordable motorhome insurance policies.
- **If you're like most RV enthusiasts**, your Country Coach is subjected to a great deal of unpredictable weather and hazardous driving situations. Our RV Insurance company helps you by creating a custom RV insurance policy.
- **Allow us to prepare a Customized Country Coach Insurance proposal** and you will be amazed how much coverage your premium dollar will buy. Overland Insurance provides quality Recreational Vehicle Insurance to protect your valuable investment.
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# Engine / Transmission

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, let's 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 engine 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

# Engine / Transmission

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 op-



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# Engine / Transmission

posed 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 of 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](mailto: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](mailto: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 relegated to the third and final article of this series that will publish in the next issue of *Destinations*. 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.

# Engine / Transmission

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.

# *Olstrom*

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# Upcoming CCI Rally Information

**Rallies are just one of the reasons to join Country Coach International but as CCI rally coordinator I think they are the BEST reason!**

Cajun Country is calling! Cajun Palms RV Resort in Breaux Bridge, LA is hosting our club. Plan on arriving on Oct 17th and departing on Oct 24th, 2022, for a week of fun. Cajun Palms Resort is conveniently located between Lafayette and Baton Rouge and close to Henderson, Louisiana, Cajun Palms RV Resort provides a great rally destination! Henderson is well known for its Cajun culture and it's legendary Cajun cooking and crawfish. This area hosts a number of popular restaurants, shops and swamp tours.

You won't be wasting away if you join us at Margaritaville RV Resort, Auburndale, FL! We will arrive on Jan 23rd and depart on Jan 30th, 2023 after a glorious week in "warm" central Florida. The resort is located an hour southwest of Orlando and just outside of Lakeland, Florida. Historic and quaint Auburndale is one of Central Florida's smaller cities, but it definitely has a lot to offer. Great seafood, shopping and all of the amenities you would expect to find.

All two of these resorts have planned activities and entertainment that we may enjoy during our stay. As always, we will have food, fun and fellowship. We will make plenty of time for those all-important tech talks as well as other coach related activities.

If you have questions, comments or suggestions, feel free to give me a call or email!

Tammy Toalson  
850-966-5758 or [VPRallyCoordinator@CountryCoachClub.com](mailto:VPRallyCoordinator@CountryCoachClub.com)

# All Rallies Calender

## 2022 UPCOMING RALLIES

### 2022

#### AUGUST

August 24-27  
105th FMCA Int'l  
Convention  
Lincoln, NE

#### SEPTEMBER

Sept 19-22  
Northwest CCers  
Astoria, OR

#### OCTOBER

October 5-9  
Rocky Mountain CC  
Kerrville, TX

October 17-24  
Country Coach Int'l  
Breaux Bridge, LA

#### NOVEMBER

November 23-27  
Northwest CCers  
Salem, OR

### 2023

#### JANUARY

Jan. 16-23  
Country Coach Int'l  
Lakeland, FL

Jan. 23-30  
Country Coach Int'l  
Auburndale, FL

#### MARCH

March 15-18  
106th FMCA Int'l  
Convention  
Perry, GA

March 22-26  
SECC  
Columbus, GA

March 26-April 2  
Country Coach Int'l  
Charletson, SC

#### AUGUST

August 23-26  
107th FMCA Int'l  
Gillette, WY



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

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

# 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
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- 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](mailto:club@countrycoachclub.com)
- Club Website:  
[www.countrycoachclub.com](http://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.

# CCI Valued Partners

To learn more about each of these partners and the details of their special offers visit:  
<https://countrycoachclub.com/>

**3R RV Service Center**  
Union, MO  
636-583-2244  
[www.3RRV.com](http://www.3RRV.com)

**Advanced Satellite**  
Junction City, OR.  
541-6078-968  
[www.rvtv2go.com](http://www.rvtv2go.com)

**All Stars RV**  
of Louviers, CO.  
720-348-0404  
[www.AllStarRV.com](http://www.AllStarRV.com)

**Bob Dickman Tires**  
Junction City, OR  
800-257-8430  
[www.DickmanTires.com](http://www.DickmanTires.com)

**Bradd and Hall**  
Elkhart, IN  
800-445-1830  
[www.Braddandhall.com](http://www.Braddandhall.com)

**Bright Idea Ventures**  
Kerrville, TX  
325-665-4993  
[www.BrightIdeaVentures.com](http://www.BrightIdeaVentures.com)

**Carolina Coach**  
Hickory, NC.  
800-305-9045  
[www.CarolinaCoach.com](http://www.CarolinaCoach.com)

**Carrier and Sons**  
Eugene, OR.  
877-531-0091  
[www.CarrierRV.com](http://www.CarrierRV.com)

**Cherry Capital RV & Just Trucks**  
Grawn, MI.,  
866-276-3399  
[www.JustTrucksRepair.com](http://www.JustTrucksRepair.com)

**Coachcraft by MacDonald**  
Columbus, GA.  
706-562-0510  
[www.CoachcraftbyMacDonald.com](http://www.CoachcraftbyMacDonald.com)

**Countryside Interiors**  
Junction City OR.  
541-998-6541  
[www.CountrysideRVInteriors.com](http://www.CountrysideRVInteriors.com)

**DLH Design**  
Eugene, OR.  
541-579-0910  
[www.DLHDesigner.com](http://www.DLHDesigner.com)

**Fleetwood RV Service**  
Decatur, IN  
800-435-7345  
[www.AmericanCoach.com](http://www.AmericanCoach.com)

**Guaranty RV**  
Junction City, OR.  
541-998-4285  
[www.Guaranty.com](http://www.Guaranty.com)

**JD RV Services**  
541-306-6473  
[www.JDRV1.com](http://www.JDRV1.com)

**Jim's Truck & Trailer**  
Winona, MN  
800-264-1294  
[www.JimsTruckandTrailerCoachwerks.com](http://www.JimsTruckandTrailerCoachwerks.com)

**K&M Mobile RV Repair**  
Junction City, OR.  
541.953.6162  
[kvn.wt.7629@gmail.com](mailto:kvn.wt.7629@gmail.com)

**Lazydays RV**  
Seffner, FL  
800-306-4076  
[www.Lazydays.com](http://www.Lazydays.com)

**Lonestar Stitches**  
Panama City, FL  
850-866-5758  
[www.LoneStarStitches.us](http://www.LoneStarStitches.us)

**MCD Innovations**  
of Texas.  
972-548-1850  
[www.MCDInnovations.com](http://www.MCDInnovations.com)

**Mary Moppins**  
Eugene, OR.  
800-345-3934  
[www.GoClean.com](http://www.GoClean.com)

**Mid Lane Truck and Equipment Repair**  
Eugene, OR.  
541-345-7570

**Miles Circo, Prevoist**  
[mcirco@hughes.net](mailto:mcirco@hughes.net)

**Motorhomes of Texas**  
Nacogdoches, TX  
800-651-1112  
[www.MotorHomesofTexas.com](http://www.MotorHomesofTexas.com)

**Olstrom Custom Coach**  
Tucson, AZ  
520-624-2024  
[www.OlstromCustomCoach.com](http://www.OlstromCustomCoach.com)

**Oregon Motor Coach Center,**  
Eugene, OR.  
541-762-1505  
[www.OregonMotorCoachCenter.com](http://www.OregonMotorCoachCenter.com)

**Oregon Alliance**  
541-521-4227  
[www.Come2Oregon.com](http://www.Come2Oregon.com)

**Overland Insurance Services**  
Queen Creek, AZ.  
800-677-4027  
<https://myrvquote.com/cci/>

**Premier RV & Storage and Services**  
Junction City, OR.  
541.998.2640  
[www.PremierRVServices.com](http://www.PremierRVServices.com)

# CCI Valued Partners

**Reeves Custom Coach**  
Waynesboro, GA.  
706-437-0083  
www.ReevesCustom-Coaches.com

**Refuge Golf & Country Club RV Resort**  
Lake Havasu, AZ  
928-764-1404  
www.RefugeCountryClub.com

**Rock' n E RV Park**  
Coldspring, TX.  
936-653-8024  
www.RocknERVPark.com

**RV Glass Solutions**  
Coburg, OR.  
888-777-6778  
www.RVGlassSolutions.com

**RV Service of Virginia**  
Ashland, VA.  
804-798-1433  
www.RVServiceofVA.com

**Silverleaf Electronics**  
Albany, OR.  
888-741-0259  
www.SilverLeafElectronics.com

**Steele Rubber Products**  
Denver, NC  
704-483-9343  
www.SteeleRubber.com

**The Ranch at Arcadia**  
Palms RV Resort  
Arcadia, FL  
www.TheRanchatArcadia-Palms.com

**Western States Equipment Company**  
Meridian, ID.  
208-947-4503  
www.WesternStatesCat.com

**Wholesale Warranties**  
a Network of Dealerships  
800-939-2806  
<https://wholesalewarranties.com/quote-forms/rv-warrantyquote/?sr=50%25LandingPage>

If you have received great service or assistance from any CC related issues, please send your recommendations to: [club@countrycoachclub.com](mailto:club@countrycoachclub.com)

## 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](mailto:countrycoachclub.com)) with information and why you think it would be a great destination.

### Past events

July 2022 - New Holland, PA  
March 2022 - Benson, AZ  
January 2022 - Arcadia, FL  
October 2021 - Kerrville, TX  
July 2021 - Rapid City, SD  
July 2021 - Santa Fe, NM  
Apr 2021 - Washington DC  
Jan 2021 - Lakeland, FL

Oct 2020 Savannah, GA  
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