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AN INTERNATIONAL FMCA CHAPTER
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On the Road Again

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

July 2021, Issue 7 Volume 13

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David Schnautz & Diane Moyer
2008 Intrigue
Cajun Palms RV Resort, Henderson, LA

Western Extravaganza Rally
Kerrville, Texas
Registration Now Open
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Officer Contact List

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

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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 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. The Editor reserves the right to edit, shorten, or modify any material submitted.

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Club Members and CCI Files.

CLASSIFIED AD POLICY

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club@countrycoachclub.com

Reports to Members

President Report

CCI PRESIDENT
Bill Sax



July is here! We have been on the road for over a month and have been having a good time. The Wisconsin Dells were fun. We celebrated the 4th of July in Cody, Wyoming. We attended our first rodeo, the “Cody Stampede”, it’s a big four-night rodeo. We only attended one night; it was crazy windy but we really enjoyed it! Our grandson even rode the mechanical bull. It was pretty obvious that he shouldn’t join the Professional Bull Rider circuit.

We have been getting some new sponsors for our club. Motorhomes of Texas, Bradd & Hall, The Ranch at Arcadia Palms, and now Steele Rubber Products. These companies are supporting us so make sure you support them too. Plus, the ones we have had for years. They are listed on our website, promoted on our Facebook page and listed in our “email blasts.” These companies know our coaches and our needs and have the ability to make things better.

On that note, if you have had a good experience with any other company and think they might be a potential sponsor let us know. You or we can contact them and try to recruit them into our family. The income from these companies helps cover the operating expenses for the club. Sponsors plus your all volunteer board keep our organization flourishing.

Country Coach International’s ultimate goal is to promote social, recreational and informational exchange activities, member communications and tools that provide for enjoyment and pleasurable use of our magnificent coaches.

Stay in touch, Stay safe & have FUN!!!!

As always, we’ll be CCing you soon.

Bill

Reports to Members

New Membership Report

From Buddy Bordes, VP Membership



Anthony Reed and Karen Reed	Magna	Thackerville, OK
Michael Schermerhorn/Bethany Schermerhorn	Allure	Albany, NY
Randy Quilici and Roxanne Quilici	Intrigue	Santa Cruz, CA
Robert Shook and Beverley Shook	Tribute	Apache Junction, AZ
Mark Mason and Julie Mason	Allure	Columbus, OH
Harry Goodnight and Melissa Goodnight	Allure	Arroyo Grande, CA
Steven Varga and Pamela Varga	Allure	Louisville, KY
Frank Gonzales and Amber Gonzales	Magna	Burns, TN

Remember that we have a Facebook page so please join us!
[Click Here!](#)

Treasurer Report

From Dianne Hegler, Treasurer



June 30, 2021 CCI OPERATING FUNDS*			June 30, 2021 CCI RALLY ACCOUNT*		
BEG BAL		\$11,507.75	BEG BAL		\$13,284.35
END BAL		\$14,487.40	END BAL		\$15,834.35
MONEY MARKET		\$52,998.42	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

Advertiser of the Month - Motorhomes of Texas



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New Advertiser - Olstrom Custom Coach

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They also have the ability to do custom cabinetry and body and paint work.

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New Advertiser - Steele Rubber Products

In 1958, Steele Rubber Products founder, Lynn Steele, began a small shop in the Detroit, MI area called 'Spinster' that manufactured high-performance racing go-carts. As time went on, there was an evolution that took him and his business through tool and die work and into the automotive and restoration industries.

Lynn was in the process of restoring a 1931 Cadillac V12 Town Car in the mid-1960s. He progressed through the early stages of restoration, doing much of the work himself. The restoration stalled when he could not find a source for the weatherstripping and rubber parts.

Along the industrial strip where Lynn's shop was located, was a rubber molding company. Using his tool and die talent, Lynn made his own molds, rented time on the rubber presses and produced what he needed for his car. He found that he was not the only one struggling to find rubber parts for his restoration needs and began selling his parts to friends and members of the clubs he was in, the Antique Automobile Club of America (AACA) and the Classic Car Club of America (CCCA). As word of his quality parts got around, Steele Rubber Products was born. In 1975, Lynn decided to move his family and business to Denver, NC where the company still resides.

In 1985, Lynn's son-in-law, Matt Agosta, took over as company president and the company began its second generation of managers and owners. For the next thirty-five years, the tradition of customer satisfaction never wavered as the company created thousands of new parts, with improved manufacturing and marketing methods.

Steele Rubber Products stayed on the forefront of web technology, developing a digital catalog and individual catalogs focused on the year, make, model and style of customers' vehicles, and became a supporter of the industry and hobby through involvement with various TV series, SEMA, ARMO, and HRIA. They also became an advocate for the automotive industry through legislative and educational involvement where they still contribute through active volunteerism.

Steele Rubber Products remains in the same location Lynn moved it to in 1975, where it's still owned and operated by Lynn's children, grandchildren and extended family. As Steele Rubber Products moves to the future, the 3rd generation of the family, lead by Joanna Agosta Shere, and 60+ employees remain committed to his passion for quality parts and weatherstripping. While Lynn's legacy continues in the automotive restoration hobby, we have also expanded our product line to include parts for the Camper/RV/Trailer industry, commercial and recreational boats in the Marine industry, Service Vehicles like firetrucks and ambulances, and a large selection of parts commonly needed for the Street Rod and Custom vehicles.



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PTO Wear & Failure

Introduction. This information was collected from numerous posts on the Country Coach Yahoo Group site. Many list members contributed, especially George Harper, Bob Handren and Roger Uhlich, who all provided photographs. PTO 101 was edited by Lee Zaborowski.

Photographs are high resolution so you can enlarge them on your computer screen or print out good copies.

The worn shaft splines are also courtesy of George Harper's 2004 Allure with a Cummins 400 ISL at 43,000 miles.

Here is the information you are asking for. This problem has been beat to death but is still apparently not understood by all. Unless you know for sure what is installed in your rig you may have a time bomb under your bed. The fix is relatively cheap, especially if compared to the costs after a failure/breakdown.

Country Coach (CC) apparently started using the Power Take-Off (PTO) around 2003-4. Until you look for the PTO, you don't know. Country Coach choose to recall the Magna/Affinity models with the Cummins engine as those particular models have both pumps (power steering & engine cooling) driven by this transmission mounted dry PTO. If it fails, you instantly loose power steering.

As time has passed we have seen, for example, that quite a few Inspires, 2005 for sure, and Intrigues also have either the same dual pump arrangement and or the dry PTO.

If you have a PTO it can be on either the passenger or driver's side of the Allison transmission. If you see a rectangular plate bolted to the center (round) part of the transmission housing this is the cover where a PTO installation would be -if so equipped. A majority are on the passenger side.



From the left, PTO, hydraulic system pump, power assist pump.



PTO with two pumps on passenger side of coach.



PTO showing single hose connection.

PTO Wear & Failure

The easiest way to locate a PTO is to find your big hydraulic system reservoir, usually in the rear compartment near the engine. Look at the bottom of this fairly large cylinder and you will see two thick rubber hoses, follow these hoses. If you have a PTO they will run towards the front of the coach past the engine to the vicinity of the transmission. The vast majority of PTOs are manufactured by ChelseaParker and they paint the housings bright red. Attached to this red housing will be one or two hydraulic pumps. One pump is for the steering assist and the other supplies the pressure for the hydraulic system, usually the engine cooling fan.

To determine if the PTO has a wet design count the number of small diameter (~3/8" OD) hoses attached to it. If there is one hose from the Allison transmission this lubricates the PTO drive gears but not the pump drive shaft. If there is a "T" and two lines this should be a "wet" design and the second line provides lubrication for the pump's drive connection (see photographs). The following is provided for information purposes only! To find a local ChelseaParker dealer/distributor go to:

<http://tinyurl.com/parkerpto>

There is a link to find a local distributor at this website. The local business may be able to suggest a facility to perform the conversion to a wet kit. **SEEK COMPETENT SERVICE SOURCES. THIS INFORMATION IN NO WAY CONSTITUTES DIRECTIONS ON HOW TO PERFORM THIS WORK.**

If your CC has a PTO it probably has the following Model Number Designation.

267XGFJP-M5XK

If you have ANY other model number the following part numbers and information may not be correct. **SEEK COMPETENT ASSISTANCE.**



PTO removal in process, note single lubrication line.



Data plate.



Worn PTO output shaft.

PTO Wear & Failure

If you are interested in what this means, using Chelsea-Parker Bulletin HY25-2267-M1/US:
267 = Basic model X = Standard Mounting G = Gear Ratio 31/41 F J = Right Hand Helix Gear P = Pressure Lubrication = NOT WET LUBRICATION M = Shifter Type = Constant Mesh 5 = Assembly arrangement (There are 4 possibilities – if you do the Wet Kit installation yourself put it back together the same way!) XK = Output Type = S.A.E. “B” 2 or 4 bolt

The wet kit for this model PTO is Chelsea-Parker Part Number 328591-141X.

You will also need the gasket that goes between the PTO and the Allison Transmission. This is Chelsea-Parker Number 35-P-74.

In addition, it has been reported by other CC owners that up to 6 quarts of Transynd transmission fluid may be lost when the PTO is removed.

One dealer has reported at least 7 of their customers driving 2005 Magna's and Affinities, powered by C13 Cats, have all had PTO failures like clockwork at 30,000 miles. On these coaches, if it matters, the PTO is trans mounted and only drives engine cooling. Another interesting fact is when these failed at 30,000 miles it was catastrophic and wiped out the pumps. Pumps are spendy and can take many weeks to have one built.

Why NHTSA is allowing Country Coach to only cover those two models is hard to understand or rationalize. One fella, who lives out east, driving a 2005 Inspire with a C9 Cat, had a catastrophic failure in Oregon. They were on the way to Alaska when his dry PTO failed. It wiped out his pump and since he could not immediately pull over, they feathered it along a few miles. In doing so the engine got hot (but not hot enough for the ECM to shut it off) and his radiator cracked in a manner which allowed



Close-up of old, worn output shaft, VERY close to failing.



Worn pump input shaft.



Wet Kit contents.

PTO Wear & Failure

engine coolant to enter his transmission fluid, and it ruined his Allison transmission. He paid \$20,000.00 or so for a new transmission, wet kit, radiator, and pump. He was out of service 6 weeks living at Pacific Allison. The scary part is Pacific Allison had no idea what a wet kit was and almost put it back together the same way. He had 30,000 miles too!

At this time there is only one way to know - look.

A free or next to free inspection may show that you don't even have a PTO. If you do and it is not wet lubricated the cost to change that is about \$1,000, significantly less if you DIY. That's a lot cheaper than the ~\$4k in damages one owner reported to this list plus the potential problems of lost steering assist under bad road conditions or at a minimum a ruined trip, and a much bigger bill.

Bottom line is anyone that has a dry Chelsea PTO better get the wet kit installed. Per Chelsea, it will fail around 30,000 miles if it's dry. You can spend a little now, insurance per say, and probably never have a problem. The alternative is at some point it will fail leaving you stranded and possibly causing a tow and a new pump, costing 5 times or more what the wet kit is and ruining a trip.

The primary priority of this whole PTO issue is Safety. Just, please, know what you are driving for sure. Don't guess. All it takes is a look!



New PTO output shaft and hose.



Wet kit installed - new housing and output shaft.



Close up of new PTO output shaft splines.



Santa Fe Rally Photos



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Santa Fe Rally Photos



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of the Pacific War**

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is
now
OPEN!

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RALLY REGISTRATION FORM

Pilot: _____ Co-Pilot: _____
Guest(s)/Child(rens) name(s): _____ Check here if a child: _____
Mailing Address: _____ City, St, Zip: _____
Home Phone: _____ Cell Phone: _____
FMCA #: _____ CCI #: _____ Coach Model: _____ Slides: _____
Model/Year: _____ Coach Length: _____
Pilot shirt size: S _____ M _____ L _____ XL _____ XXL _____ Other _____ Tall _____
Co-Pilot shirt size: XS _____ S _____ M _____ L _____ XL _____ XXL _____ Other _____
Emergency information - Name: _____ Phone: _____
How did you hear about this rally? _____
Is this your first CCI rally? Yes ___ or No ___ Are you a CCI member? Yes ___ or No ___
Do you have special meal requirements (we will do our best to accommodate)? _____

Important Campground Fee Information

Your Rally Fee covers rally expenses except the campground site fees, which you pay directly to the campground. Once you register for the rally please contact the campground directly to arrange for your site. Please check with the Registration Office about their cancellation policy. Spaces are \$41.00 per night. Be sure to tell them you are with Country Coach International!

Buckhorn Lake Resort
2885 Goat Creek Rd
Kerrville, TX 78028

Phone: (830)-895-0007

Your Rally Fee is \$150 per CCI member, \$200 per non-member. Your Rally Fee includes tours and meals. There will be time for exploring other area attractions as listed on the prior page.

# of registrants (including guests & children)	\$150 CCI member price \$200 Non-member price	I have CCI Bucks I would like to use. Insert amount.	Total of Check Enclosed
#	\$	\$	\$

Final Deadline to Register is September 5, 2021

*Registration is limited to 35 coaches, registered by date on form and/or online and payment received.

Additional registrations will be placed on a waiting list for any cancellations that may occur.

*Registrations cancelled after September 5th may not be eligible for refund due to prepaid costs for the rally. Rally reservations cancelled before Deadline will incur deductions for non-refundable items (i.e. credit card fees, prepaid fees).

Payment options:

To use a **credit card** please register online at www.CountryCoachClub.com. For **Checks**, make payable to Country Coach International. Mail form and check to: Tammy Toalson, 8430 Kingswood Rd, Panama City, FL 32409. Questions or comments call Tammy at (850) 866-5758.

OVERLAND

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- **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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COACH EMERGENCY FIRE SITUATIONS - EXIT WINDOWS

by Daron Hairabedian, Robert Handren, and Lee Zaborowski

In recent weeks Country Coach Owner Yahoo Groups have had lively discussions about the operation of Motorhome Emergency Exit Windows - windows with a red handle that are designed for use in an emergency such as a fire or crash. This Tech Column will hopefully answer most of the typical questions about the use of these windows.

There appear to be 2 types of these windows: (1) those that are somewhat oversized so you would open the screen and sliding glass pane all the way and exit through that opening: (2) those that are hinged along the top of the window frame, once the red handle is opened, the whole frame can be pushed out and up allowing exit through the entire window. Our Country Coaches usually have two emergency exit windows, one in the living/dining area, the other in the bedroom. Some coaches have one of each type

'04-'05 Inspire emergency exit windows do NOT swing out and are an example of the type (1) window. These windows are designed the same as the non-escape windows and simply have a red handle as they are the designated escape points required by fire safety/RV standards. They are used in the same manner as normal use, open them as wide as possible and bail out/exit.

If the window is size challenged versus the coach occupant(s) consider buying the little orange escape hammers sold for cars. They have a sharp metal point and recessed knife blade to cut seat belts. They will break tempered glass into thousands of tiny pieces with one strike. Break both sides of the window and push out/bend the frame and you have as big an opening as is possible. A problem with this method is the extra time required, and perhaps not getting the frame bent away.

Type (2), as found in '07 Intrigues for example, is a specially designed window that has two frames. One frame is for mounting the assembly to the coach. It has another frame which holds the glass and is inserted into the mounting frame and attached at the top with a hinge.

This window may have a stationary glass panel or sliding glass. After release of the red cam lock (a red trigger latch as part of the handle), squeeze it to free the handle, which should go down slowly with effort so it is about parallel with the floor. The top hinge allows the window to be operated like an awning (push out and up) exposing the entire opening for egress. Note: The gaskets between the two frames often seize from age and non-use. They should be exercised and lubricated. Depending on the dimensions of

COACH EMERGENCY FIRE SITUATIONS - EXIT WINDOWS

the opening, the top hinged escape window usually offers a larger escape openings than sliders. If you cannot free the handle the first time you test the window, spray the handle liberally with WD-40, after 2-3 hours the handle should go down if you use a steady moderate pressure.

The top hinged escape window has its own weaknesses. Some complain that the heavy window interferes with the victims ability to exit and/or that it has a tendency to jam. Many have mentioned that some sort of prop should be used to hold the window open. This prop must be at hand when needed and easily used by a disoriented individual in panic mode. Also, hopefully the prop remains in place until the victims are safely out of the opening without allowing the window to swing down and cause injury

As this summary indicates, both types of windows have design/use challenges, however, you inherited the type(s) of windows when you purchased the coach.

The best advice is to learn to use both kinds, have an escape plan, and practice that plan - practice, practice, practice to be prepared in an emergency.



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Landall VS Tow Truck?

By: Gary Glenn, CCI Board of Director

NOTE: Gary wrote this article right before his accident



This article is strictly my opinion. Please take it as such.

After our debacle in June when our PTO and Hydraulic Pump decide that would no longer run leaving us on the side of the road outside Roswell NM. I contacted our roadside assistance provider. I informed them I needed a Landall to take us to Ruidoso NM as our chances of getting repaired there were greater than in Roswell. It took several hours to find a Landall that would come and get our Rig.

It was not the best conditions to load we were on an angle on the side of the road which increased the difficulty of loading. Once loaded and headed toward Ruidoso it was terrifying to look at our Rig as it had one of the duals hanging off the side. In turn it made the coach lean to one side. I got the driver to stop and I adjusted the airbags to compensate for the lean.

Unbeknownst to me at the time I had raised the rear ended of the Rig so high to get on the Landall that the drive axel shocks separated.

Upon arrival in Ruidoso we had to unload because of low hanging wires and traffic lights. Once again, the unloading process was on a slanted surface and we bottomed out and the driver had to pull the Landall out from under our Rig. We drove six miles to the RV Park without getting to hot.

Do not breakdown in Ruidoso, one place said we were too big for their lot and the other three mobile guys never returned my calls.

Called our roadside assistance again for a Landall to be taken to Neudorf Truck Center in Alamogordo NM to be repaired. This time we had a level parking lot at a casino. We fought getting the Rig on this time couldn't get the trailer low enough or the rear ended high enough. Finally dropped frontend as low as it would go and just barely made it on the Landall.

We arrived at Neudorf Truck Center and unloaded and once again he had to pull the Landall out from under our Rig. We drove next door to the RV Park to await parts. Our rock guard was dragging the ground. The broken shocks actually hit the arms of the leveling valves and broke them.

Landall VS Tow Truck?

So as not to bore you with this sad tale only to say we are all fixed and have traveled several thousand miles since.

The point I want to make is sometimes the Landall is not always the best. We had significant damage to our Rig that I have never had when being towed. Personally I want us a Landall again.

Things to remember regardless of Landall or Tow Truck:

- 1- Know how to secure rock guard up for either scenario.
- 2- Know where your air quick connects are for a Tow Truck to connect to for the air ride.
- 3- If on a Landall DO NOT let your air bags all the way down, it is still going to be a rough ride.
- 4- If by Tow Truck make them pull the drive shaft even for a short distance haul.
- 5- In either circumstance I do not believe that the towing company has any liability for minor damages, I may be wrong.

In all my years of motorhoming I have never had the damage inflicted on my Rig as I did with this last experience.

The choice is yours, happy and safe travels.



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GREAT GIFT!
A portion of Save the Girls Touchscreen Purse Proceeds goes directly toward Cancer Research.

CCI Facebook Pictures

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.



**Julian & Bonnie Data
2005 Allure
Heartside Motorcoach Resort**

**Mike & Pamela Sowers
2006 Prevost
Tom Sawyers RV Park**



**Buddy & Ann Bordes
2008 Allure
with
Scott & Marta Loftfied
2007 Allure**

**Watch for more photos next month!
or
email your photos to:**

VPPublications@countrycoachclub.com



CCI 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.

July 25-31 Rushmore Shadows RV Resort Rapid City, South Dakota

Tucked in the Ponderosa Pine foothills of the Black Hills of South Dakota, Rushmore Shadows offers monumental fun. Located conveniently on Hwy 16 just minutes from Rapid City, Keystone, Hill City, Custer State Park, and MOUNT RUSHMORE - Rushmore Shadows Resort is the premier local camping destination for everything in the Black Hills

October 5-10 Buckhorn Lake RV Resort Kerrville, Texas

Perfectly located in the Heart of the Texas Hill Country, you will find everything you would expect from a premier RV Resort. Every site features complete landscaping, full hookups, and concrete pads. All our guests will appreciate the wide paved roads and ease of access.

**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**

All Rallies Calender

2021 UPCOMING RALLIES

2021

JULY

July 25-31
Country Coach Int'l
Rapid City, SD

AUGUST

August 16-19
FMCA-Midwest
Manchester, IA

August 23-28
CCFI
Junction City, OR

August 30-Sept 2
Northwest CCers
Westfir, OR

SEPTEMBER

September 20-24
CC Texans
Vidalia, LA

September 20-25
Rocky Mtn CC
Branson, MO

September 22-27
Northwest CCers
Prosser, WA

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

OCTOBER

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

October 6-9
FMCA-South Central
Hutchinson, KS

October 11-15
SECC
San Antonio, TX

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

NOVEMBER

November 24-28
Northwest CCers
Salem, OR

2022

JANUARY

January 24-29
Country Coach Int'l
Arcadia, FL



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.

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.

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

Advanced Satellite
Junction City, OR.
541-6078-968
www.rvtv2go.com

All Stars RV
of Louviers, CO.
720-348-0404
www.AllStarRV.com

Bob Dickman Tires
Junction City, OR
800-257-8430
www.DickmanTires.com

Bradd and Hall
Elkhart, IN
800-445-1830
www.Braddandhall.com

Bright Idea Ventures
Kerrville, TX
325-665-4993
www.BrightIdeaVentures.com

Carolina Coach
Hickory, NC.
800-305-9045
www.CarolinaCoach.com

Carrier and Sons
Eugene, OR.
877-531-0091
www.CarrierRV.com

Cherry Capital RV & Just Trucks
Grawn, MI.,
866-276-3399
www.JustTrucksRepair.com

Coachcraft by MacDonald
Columbus, GA.
706-562-0510
www.CoachcraftbyMacDonald.com

Countryside Interiors
Junction City OR.
541-998-6541
www.CountrysideRVInteriors.com

DLH Design
Eugene, OR.
541-579-0910
www.DLHDesigner.com

Fleetwood RV Service
Decatur, IN
800-435-7345
www.AmericanCoach.com

Guaranty RV
Junction City, OR.
541-998-4285
www.Guaranty.com

JD RV Services
541-306-6473
www.JDRV1.com

Jim's Truck & Trailer
Winona, MN
800-264-1294
www.JimsTruckandTrailerCoachwerks.com

K&M Mobile RV Repair
Junction City, OR.
541.953.6162
kvn.wt.7629@gmail.com

Lazydays RV
Seffner, FL
800-306-4076
www.Lazydays.com

Lonestar Stitches
Panama City, FL
850-866-5758
www.LoneStarStitches.us

MCD Innovations
of Texas.
972-548-1850
www.MCDInnovations.com

Mary Moppins
Eugene, OR.
800-345-3934
www.GoClean.com

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

Miles Circo, Prevost
mcirco@hughes.net

Motorhomes of Texas
Nacogdoches, TX
800-651-1112
www.MotorHomesofTexas.com

Olstrom Custom Coach
Tucson, AZ
520-624-2024
www.OlstromCustomCoach.com

Oregon Motor Coach Center,
Eugene, OR.
541-762-1505
www.OregonMotorCoachCenter.com

Oregon Alliance
541-521-4227
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

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

Five Years of CCI Rallies

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

Past events

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

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