
HRRVC Western Holiday Pusher
Chapter 500

Volume 9, Issue 1

March 2010

In This Issue:

President's Message	1	Web resources	5
2010 Maintenance Session Application	2	Recall information	5
February Board Meeting Minutes	3	Roadway Driving Tips	6
Chapter Contacts	5	Problem Resolution	7

*Important -
if you have not paid your dues for 2010,
this will be your last newsletter.*

*Send \$15.00 to Ron Semenko
(See benefit on page 11)*

PRESIDENTS MESSAGE

We have begun the process of planning for our 2010 Maintenance Session and we hope you will include our session in your travel plans for the New Year. The location for our Maintenance Session is the Oasis RV Resort in Las Vegas, NV. The dates are October 11th to the 15th. We will have three days of maintenance information for you provided by various vendors that are experts in this field.

The members voted to make this a **BUDDY RALLY** so you are free to bring your friends that are owners of diesel pushers. We think they will enjoy our Holiday Rambler hospitality as well learn new things about their coach.

A registration form is attached to this newsletter and it will be published in the "Ramblings" as well. If I can answer any questions for you, please contact me via email or phone.

Ladies and gentlemen, I ask that you consider volunteering to help our Chapter in any position of interest. We have our officer positions filled for this year but will need new people for the future. Without leadership, we have no club. The amount of effort is minimal and volunteering can be enjoyable as you get to know other members better. **YOUR HELP IS NEEDED SO STEP UP SO THE CHAPTER CAN GO ON.**

Clayton H. Nelson
President

WESTERN DIESEL PUSHERS CHAPTER 500
MAINTENANCE SESSION - 2010

OCTOBER 11TH – 15TH, 2010

Our 2010 Western Pusher Chapter 500 maintenance session will be held at the OASIS RV RESORT, Las Vegas, Nevada. Costs for parking will be included in your rally fee, however, if you plan on coming in early, you will have to make your own reservations and pay for early or late parking. The cost for parking is \$39.20 per day which includes taxes. The phone number for reservations is 1-800-566-4707.

This session will be a **BUDDY RALLY** so please have them complete the registration form. Their coach should be a diesel pusher as our sessions will be geared toward the pusher coach.

DIRECTIONS – Refer to your campground directory or go to their website which is www.oasislasvegasrvresort.com.

Names _____ HRRVC# _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

REGISTRATION FEES:

Rally fee including 4 days parking - \$270.00 _____

Late fee if mailed after September 26th \$15.00 _____

Non-500 member, add \$15.00 _____

TOTAL - _____

We can always use volunteer help so please check any of the following –
Hospitality ___ Registration ___ Happy Hour Setup ___ Tour Leader ___

Mail completed applications to Clayton Nelson, P. O. Box 104, Windsor, CO. 80550. My phone number is 970-203-4946 and my email address is claytonnelson@hotmail.com.

Diesel Pushers 500 Board Meeting

February 10, 2010
Catalina Spa Resort
Desert Hot Springs, CA

Present: **Clayton** & Ruth Nelson, **Rich** & Arlene Rust, **Ron** & Pat Semenko, **Dick** & Linda Smith

Absent: Ed & **Ma'Lena** Heissel, **Bob** & Diane Lundin, **Tom** & Debbie Struthers

Clayton opened the meeting at 9:30 a.m.

1. **Merger Proposal with Chapter 419:** Clayton stated that he had met with Dick Reidenbach, President of the Pusher Chapter 419, at the Monaco Coming Home Rally held at Tucson, AZ. Their club consists of 700 members, residing in the region east of the Mississippi and was established some 20 years ago. As a club, they conducted a session at the rally and had a booth promoting membership. He informed the board that one of the things he and Dick discussed was the possibility of merging our chapter with theirs. Clayton asked the members present their opinion on a merger.

Discussion:

- Do we want to terminate our chapter at this time and only participate in what that chapter has to offer?
- Keep our membership in the west – if based in the east, all functions would be there.

It was decided that this option was not beneficial to our club at this time.

Discussion regarding our club and the direction in which we are headed continued:

Ron reported that the club's total paid-up members at present are 41. At one time, we had 114 rigs, 105 listed on the roster have paid up for 09. Since it is the first of the year, there may be others who will be sending their dues.

Clayton stated that based on the low turnout at Las Cruces, the club might try a more centralized location such as Las Vegas or Pahrump for the 2010 maintenance session and better determine the club's future based on the turnout there. This was agreed upon by the board.

Factors to consider regarding where and when the 2010 rally would be held:

- Support from Wakarusa is not available to this chapter and coordinating with Kevin Atkinson, Regional Sales Manager, has not been satisfactory thus far.
- Pros and cons of tying in with another rally.
- Pre-rally to FMCA in Redmond, OR in August?
- Locating near Coburg for more vendors?
- Locating at a Monaco dealer?
- Where would we get Monaco support?
- Clayton will get in touch with Monaco regarding another Coming Home – when and where.
- Buddy rally would bring in more people.
- There have been problems in the past getting notices and articles published in the Ramblings.

Clayton went on to cover the proposed discussion items previously submitted by the board members:

2. Smith's response:

Purpose of the club: To help one another with technical and mechanical problems.

How do we accomplish that purpose? At our maintenance sessions, discussions with one another and newsletter.

Communication with members – information dissemination: Newsletter – should be published every quarter.

Marketing - How do prospective members know about us? Word of mouth – need a membership chair

How do we know about prospective members? Word of mouth – Clayton will contact HRRVC regarding a list of new owners

Define geographic area of member base: Rich Rust submitted a map

Proactive recruitment? Need a membership chair

What information does newsletter include?

Central location for yearly rally: Actively working on location

3. Rust's response:

Discussion of website: website needs improvement – investigate ways to establish a more complete paid club website. Clayton will contact Jim Miget to find out details of tech needs, etc.

Financial reports to board: It was decided that a financial report would be submitted to the board quarterly.

Roster kept up to date and sent to all members: A roster update will be published every April and October.

Stop sending newsletter to non-members: Ron notifies Bob of roster changes and non-payment.

Keep personal questions and opinions out of newsletter:

4. How do we develop members to get involved and lead?

Improve our membership base and create chairperson positions.

5. Need to increase rally participation.

6. Need chair people for the following positions:

- (a) Membership – This would address the marketing question. This position would consist of contacting prospective members listed on the new ownership list, coordinating an information/membership booth at rallies, publishing flyers to be sent to chapter presidents, etc.
- (b) Maintenance session program chair –
- (c) Door prizes -
- (d) Entertainment – is it needed? - The consensus was that entertainment is not needed.
- (e) Parking -
- (f) Hospitality and meals -

7. Plans for the 2010 Maintenance Session

- (a) Buddy rally approved at the last session
- (b) Discuss location again
- (c) Dates: October 12th to 16th.

8. Purchase of scale to weigh motorhomes (suggestion by Bob Lundin – refer to e-mail) There were several factors regarding this suggestion that were unanswered such as size of scale, transporting scale to different locations, who would be in charge of the equipment and cost. Therefore, a decision could not be reached at this time

Summary: It was decided that the 2010 Maintenance Session (also referred to as rally) will be a “Buddy Rally”. This will be made known to the membership through publicizing it as such through the Ramblings and inclusion in the Newsletter. The proposed dates are either October 12th to the 16th or 10th – 14th. Possible locations are Pahrump, Las Vegas or Oregon (Monaco Home Coming Rally). The possible locations in Pahrump: Terrible's at the Lake or Nevada Treasure. The location in Las Vegas would be The Oasis. Nelson will investigate these possibilities.

The meeting was adjourned at 1:00 p.m.

Respectfully submitted,

Linda Smith

HRRVC Chapter 500 Contacts

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Web resources

HR web site is www.holidayrambler.com/service.
RV forums at www.rv.net/forum.index.cfm and http://groups.yahoo.com/group/ramblin_pushers/
A good web site is www.IRV2.com
Visit our new web site via HRRVC.org and click on Special Interest Chapters (Chapter 500)

The Fine Print

Statements of fact and opinion within this newsletter are those of the authors and editors alone. The opinions and facts set forth by the authors and editors are not necessarily those of officers or members of HRRVC and the Western Holiday Pusher Chapter 500. The officers, editor and/or members of HRRVC and Western Holiday Pusher Chapter do not assume any responsibility or liability for any personal injury or property damage suffered by the attendees before, during, or after a Chapter 500 sponsored event.

Recall Information - (see www.NHTSA.gov for more information)

SOURCE: National Highway Traffic Safety Administration bulletin

Bob Russo, 07 Neptune

WASHINGTON -- Navistar announced it will recall 56 model year 2008 to 2010 motorhomes to correct a problem with a faulty brake pedal, the National Highway Traffic Safety Administration announced.

The recall affects the following units manufactured between Jan. 22, 2008 and Oct. 27, 2009 with adjustable power brake pedals supplied by Kongsberg Power Products Systems:

ENDEAVOR 2010-2011, IMPERIAL 2009-2010, NAVIGATOR 2010, SCEPTOR 2010, AMBASSADOR 2009-2010, CAMELOT 2010

And CONTESSA 2008-2009, MARQUIS 2009, MONTEREY 2009, PATRIOT 2009, DYNASTY 2010, KNIGHT 2009-2010, SIGNATURE 2010, DIPLOMAT 2010-2011

The drive pin which secures the brake pedal arm to the balance of the assembly may become disengaged, which may cause a reduction in vehicle braking or cause the brake pedal to move out of position and interfere with the throttle pedal function.

A reduction in braking or interference with the throttle pedal could result in a vehicle crash.

Navistar is working with Kongsberg to remedy the problem. Navistar will receive kits and inspect and install a C-clamp on the adjustable brake pedal. The repair will be performed free of charge.

The recall is expected to begin around Feb. 12. For more information, owners may call Navistar at 800.685.6545. Callers should reference Navistar safety recall no. R09004.

Driving Tips from the Roadway Express seminar at FMCA rally:

1) Aim High in Steering

- Our eyes are designed to work for us at walking speeds.
- The average person has not fully adjusted visually and mentally to gathering information at the higher speeds traveled in motor vehicles.
- Look ahead to where you will be *at least* 15 seconds from now.
- 1 5-second eye-lead time provides advance warning of pending danger and gives you an additional margin of safety.
- Use improved eye-lead time for safer more efficient, more economical driving.
- Assume someone will pull out in front of you. Anticipate stoplights and drive accordingly.
- Change lanes at best opportunity and not at the last minute.

2) Get the Big Picture

- While glancing ahead, don't forget the sides and rear. Consistently update your information.
- Eliminate vision barriers by establishing proper following distance. Stay far enough behind vehicles to obtain the visibility required to make *your own* decisions.
- Avoid distractions inside your truck (RV) or in your thinking. Recognize and avoid drivers who seem distracted.
- Get a 360 degrees awareness around vehicle. Watch speed limits and overpass height. You are traveling at 88 ft/sec at 60 mph.

3) Keep Your Eyes Moving

- Focusing on any object for too long reduces your peripheral vision—your early warning system.
- Keep your eyes moving at least every two seconds.
- Check your mirrors every five to eight seconds.
- Central vision is 3 degrees wide. Peripheral vision is 180 +/- degrees wide. Avoid any fixed stare of anything. Keep eyes moving.
- Watch the following distance – leave 1 second / 10 ft of motorhome length.

4) Leave Yourself an Out

- Your safest location in traffic is where the fewest potential conflicts exist.
- When possible, surround your truck (RV) with space.
- Choose the clearest legal lane, and adjust speed accordingly, to maintain the space cushion.
- If you lose part of the cushion, work to keep at least the front open.
- Don't allow vehicles to enter your blind areas without your knowledge.
- Anticipate problems and a way out. Leave two escape routes, leave 15 ft space between vehicle and stop line & scan intersection before entering to make sure nobody is going to run the stop sign.

5) Make Sure They See You

- Detect the presence of potential danger *early*. Send your warnings as soon as you think they will be recognized—not too soon or too late. Get eye contact by using the warning devices on your vehicle.
- Don't take eye contact for granted. Be sure your warnings are heeded. Eye contact is insurance against the unexpected.
- It is a good idea to run with lights on all the time to be seen. Use the turn signals.

Members' Mailbox

This is the section where members share questions and input of interest to all members. We've had some great input here and encourage all our readers to offer their ideas and experience to the membership of Chapter 500. Thank you to those who contributed!

Diesel pushers' owners - what the manuals don't tell you.

Article provided by a club member

Operation manuals are a great at telling you how to get the most out of a product. By studying these one can learn how to properly use the product without exceeding its specifications and causing damage. However, there are things that are not necessarily covered and are either common sense, assumed knowledge or just plain missed.

So, let's look at a modern class A diesel pusher. It has air suspension and air brakes. In most cases the manuals do not state the following.

Air Brakes: Do not exert hard pressure on the brake pedal while the park brake is applied. Doing so may multiply the power of both the park brake spring and the air brake chamber which could cause damage to the mechanical portion of the "S" cam assembly. Light to moderate pressure only is required while disengaging the park brake.

Airing Up: This is when you air up to ride height from a height lower than that used for travel. Do not drive the vehicle until the suspension is fully inflated and at ride height. This can generally be confirmed by in-dash indicators, if so equipped, or the sound of the compressor unloading. This requirement is to avoid two possible issues. The first is the possibility of contacting the fender with the front tires if steered to either side. The second issue is the acute angle that the drive shaft U joints are at when aired down. High torque at this steep angle may cause premature U joint failure. Moving a short distance relatively straight under very low power however, is acceptable.

Engine Shutdown: When running a diesel engine hard, shutting down after a short cooling time is generally known and stated in many manuals. However, many times, the cooling sequence is done at an engine speed above that of a normal idle speed. This is generally done using the cruise control idle feature. Do not shutdown at this setting. It is easy to forget you are at the higher idle setting. Reduce the engine speed to normal idle prior to stopping. Failure to do this may cause premature turbo charger bearing failure. This is caused by the turbo turbine continuing to spin briefly after the engine and oil pressure have stopped. The turbo turbine shaft actually rides on a film of oil. This is due to the extreme RPM that they spin at, usually topping 120,000 RPM or higher.

Checking The Transmission Oil Level: As most are aware, checking the transmission oil level on most modern 3000 or 4000 series Allison's can be done electronically at the keypad. It does not state in most cases that this is the preferred method and is far more accurate than using the dip stick. So why then is there a dip stick? It is a method to determine that there is sufficient oil to operate from cold. The electronic testing feature requires the transmission to be at 140 degrees F. minimum. This is best accomplished after driving some distance. Merely park on a level surface in neutral, allow a two minute idle time, and then depress both the up shift arrow and the downshift arrow simultaneously. (Providing the vehicle is equipped with this feature)

Dual Port Fueling: Most, if not all, diesel pushers are equipped with dual fuel inputs, one on each side. These both lead to one common fuel tank. This arrangement is for the convenience of the coach operator allowing either side to be positioned at the pump. Truck fuel lanes typically have dual fuel hoses, one at each side. They are for filling truck tractor saddle tanks, not the configuration found on a diesel pusher. Do not attempt fuelling both sides at the same time. Additionally, do not pump fuel into one side with the other not capped. A fuel spill will result.

Tire Pressure: Within the coach, usually on a label pasted on the inside of a cupboard, the tire pressure for the vehicle may be found. The manual states that the tires should be maintained at the required pressure. No where, however, does it say that all the tires will leak at a slow rate and will require a top up every once and a while. This is because the oxygen, which in part makes up the air in the tire, passes slowly through the tire casing reducing the pressure over time. Oxygen molecules are small enough to do this on an ongoing basis. This information would be good to know for those that were not aware of this phenomenon.

Auto Start Genset: Very little information appears about this option. First, if enabled, it starts automatically when the house voltage reaches a low level. While 12.3 VDC is about 50% charge, that value is based on a rested state. But, considering the coach is operating with a normal load, 11.5 to 11.7 volt setting is about equal to the 12.3 resting state level. The manual does not mention this. Secondly, those units wired also to respond to thermostat temperature A/C operation, little or no help is available in the manual. Arming this feature will automatically start the genset when A/C is called for and automatically shut it down when the set temperature is made. This is a great feature for dry camping in hot weather. The bedroom air can be programmed to keep you cool all night without running the generator continuously. A great feature with so little direction.

Well, I'm sure there are more items that either are not covered or not specifically addressed in an understandable manner. Of course, many RV owners never read half the manual anyway, and particularly what may seem to be a simple topic.

Just reading between the lines – Lug Nut – Peter Mercer

Excerpts from the Navistar 2009 Annual report to share holders

“**Monaco RV, LLC** is a manufacturer of motorized and towable recreational vehicles. Headquartered in Coburg, Oregon, with substantial manufacturing facilities in Indiana, Monaco RV is dedicated to quality and service and offers innovative RVs

designed to meet the needs of a broad range of customers with varied interests. Monaco RV offers a variety of products that appeal to RVers across generations, from entry-level priced towables to custom-made luxury models.”

PROFITABLE EXPANSION INTO THE RV BUSINESS

“Another **low-cost, high-value investment** designed to grow our business profitably is our acquisition of the recreational vehicle (RV) manufacturing business of Monaco Coach Corporation, a leading manufacturer of RVs ranging from Class A diesel down to single-axle towables. There are a number of reasons this is a great investment:

> There is strong customer loyalty to the Monaco brand.

> We see major, near-term opportunities to enhance Monaco's lineup by vertically integrating our own MaxxForce diesel engines.

> Since consolidating the company's manufacturing footprint, we believe Monaco is the right size to take advantage of today's business climate.

> Based on the relatively low purchase price and the many opportunities we see for the Monaco business, we believe we will achieve a complete return on investment within the first 18 months.”

Window Failure

Ted Trott_PP Rainier Ramblers #102

If you have had a RV window fail, there is an opportunity to save a lot of money on the repair.

Our co-pilot's slider pane failed. We had it repaired by:

Reliable Auto Glass of Riverside, CA 909-723-4125 or 951-892-4612

They have a mobile service. They came to Indio CA, removed the bad pane and sealed of the opening. Three days later they were back and reinstalled a perfectly repair pane. The savings over a price quoted by Monaco/Holiday was \$1,000.00. No Fooling!!!

If you are in central or southern CA, it is worth giving them a call.

Mechanical Failure
Lee Finch
2003 Scepter with RM8C Chassis

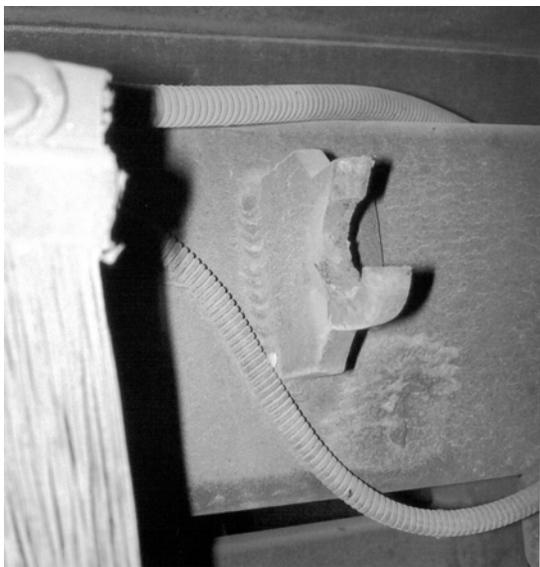
In 2006 I replaced my OEM shock absorbers with Koni replacement shocks.

During 2008 and 2009 I noticed the coach ride was becoming increasingly more bouncy. Upon further inspection I realized that three shocks were broken at their upper mounts, and two other upper mounts were cracked and ready to break away.

After talking to a Parts Dept. person at Monaco and ordering new upper mounts (which took over three months to arrive). I realized that Monaco was aware of this problem and that sometime during the mid to late 2000's had upgraded to a stronger upper mount.

I took the coach to Henderson's Line-up in Grants Pass, Oregon to be repaired. They replaced the four upper mounts with the upgraded mounts, and because of the lack of accessibility to the rear shocks, they were only able to re-enforce the upper rear mounts which seems to have solved the problem. The repair cost was \$2,705.86 which included four new shock absorbers, four new mounts, and the re-enforcement of the four rear mounts.

A retired auto mechanic informed me that he felt that manufacturers build coaches strong enough for OEM parts only.



Trailing Arm Issue RECALL 5V053000

Do you own a [2002 – 05 Neptune] or [2002 – 03 Ambassador] with Roadmaster R4R or RR4R chassis? Apparently, it is quite difficult to get replacement parts from Monaco and those continue to fail (the design is the same). A web site might be helpful at www.source-1mfg.com.

The following pictures were sent by a member after he noticed excessive sway while driving. Note, one should consider other than OEM parts as others are stronger. He told me that his trailing arm was inspected just after the recall notice and they were still good. The broken arm happened a year after the inspection.



Generator/shore power router switch failure.

Bob Henderson, 2005 Neptune

During a recent dry camping outing we were using the generator for a period of time and then went to dinner at another rig. Upon our return we restarted the generator but were unable to get AC, 120 voltage in the coach. We of course had 12 volts. The generator went right down to idle. Next day, with the help of fellow HR owners and campers, it was determined that the generator was indeed producing AC power at 120 volts. Following the AC flow to the next junction, which is the power router switch box, low and behold, AC in but not out.

My coach has an IOTA Auto Transfer Switch and has a 1-800 number on the box. A call was placed by cell phone to IOTA and they determined that the switch module had failed. Since the coach was fairly new they stated they would mail a new module that same day. FREE. Upon my return home the module had already arrived. I installed it and works just great again. 1-800 numbers work wonders.

Roof and side wall fastener failures

Bob Henderson, 2005 Neptune

I had a real problem with a fastener failure on the driver side above the main slide out between the fiberglass side panels and the rounded aluminum roof. This failure was just below the channel that holds the side cover in place. I originally had a dealer repair this area and was told they had replaced the original pop rivets with stainless steel screws. I waited about two months after this original repair before having the rubber molding repainted.

Well, needless to say, the molding again separated taking the caulking and paint with it. At one of our HRRVC outings, I was voicing my displeasure over this situation when one of our members stated he had very good service, and results, with Affordable RV Repair in Newcastle, Ca. (Auburn). As a result, we contacted Affordable and made an appointment. We were informed that the first repair screws were about a 1/4 inch short of the metal plates on the side wall which holds everything together and that along the approximate next four or five feet, six or seven original screw heads had been twisted off during manufacture. Aluminum rivets of the proper length were installed and we are again a happy camper. Affordable did a very good job.

Loss of Power
Dick & Linda Smith
2001 Ambassador

February 2, 2010: Traveling east thru the Tehachapi Mountains in California, Highway 58, my 2001 Ambassador, Cummins ISC 315 experienced sudden loss of power. I interpreted this to be a problem with downshifting or the transmission getting stuck in a lower gear.

After a short stays in Apple Valley, Banning, and Catalina Spa, Desert Hot Springs, on February 17th, we left for Indian Waters RV Resort, Indio, CA. Shortly after leaving there, the engine again experienced loss of power and the WARNING STOP lights appeared on the instrument panel. I checked all gauges, could not see a problem. Because we were on a rather remote back road, we continued on, experiencing intermittent loss of power – each time there was a rise in elevation. Fortunately, we were traveling mostly downhill, and the engine performed smoothly when on level surfaces. We arrived at our destination (approximately 30 miles) and were able to proceed to our campsite. After checking oil, water, etc levels, and consulting Cummins reference books, I contacted the closest Cummins facility which was in Rialto, CA (some 75 miles from Indio). They advised me to travel to their facility. The route would be Interstate 10 all the way. We left the campground at 1:30 p.m., arriving in Rialto at 2:45. The journey there was uphill most of the way, and loss of power was very evident, slowing to 40 miles per hour or less many times, with flashers on.

The Cummins Cal Pacific Diesel is located on S. Riverside Drive, Rialto, CA with easy access from the freeway, easy access from the street, with lots of parking for big rigs. We were greeted with efficiency and were told that a tech would be helping us once the second shift came onboard. They have one shift that works until 3PM (service advisors are present for these hours also) and a second shift that comes on at 3PM (not including service advisors). Our tech first informed us that the engine had no oil pressure, but upon checking further, the oil pressure switch was malfunctioning, registering no oil pressure, causing the engine to lose power as a built-in engine safety feature. Thankfully, there was actually no problem with the engine. The oil pressure switch was replaced and a wiring harness installed (a fix to the misread). Evidently, other coaches have experienced this same problem. Our bill was \$295.00 – mostly for labor, only \$35 for parts. Both the tech and service advisor were courteous, competent and professional, listening to what we had to say.

We stayed the night at the facility, returning to Indio the next day without any further problem.

Editors Note:

I am working on updating the Members Mailbox problem index and will send it out to those members who are current in their dues.

HRRVC Western Holiday Pusher Chapter 500
Membership Application

New Member _____ Renewal _____

HRRVC National Membership # _____ FMCA Membership # _____

Last Name _____ First Name _____ Spouse _____

Street _____ City: _____ State: _____ Zip: _____

E-Mail: _____ Home Phone: _____

FAX: _____ Cell Phone: _____

Pusher Model: _____ Year: _____ Length: _____ Engine HP: _____ Engine Mfg.: _____

Would you be willing to receive your newsletters by e-mail only? (Please check one.) Yes ___ No ___

Signature: _____, Date: _____/_____/_____

Dues: \$15 Make check payable to: Western Holiday Pusher Chapter 500

Send application and check to: Ron Semenko, Treasurer

<p><u>January 1</u> through <u>March 31</u>, use: 5707 E. 32nd St, #1200 Country Roads Yuma, AZ 85365</p>	<p><u>April 1</u> through <u>December 31</u>, use: 4560 Desert Hills Dr Sparks, NV 89436-2607</p>
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Western Holiday Pusher Chapter 500
Problem Resolution Information (OK to use a separate page or email)

Name: _____ HRRVC # _____

Address: _____

City: _____ State: _____ Zip Code: _____ Phone: _____

Model: _____ Year: _____ Chassis: _____ Engine: _____ HP: _____

Problem:

How it was resolved and what did it cost?

Send completed information to: Bob Lundin, PO Box 1345, Loomis, CA. 95650-1345

or: blundin1345@gmail.com

Western Holiday Pusher Chapter 500
c/o Bob Lundin
PO Box 1345
Loomis CA. 95650-1345

FIRST CLASS