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HRRVC Western Holiday Pusher  
Chapter 500

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**President's Message**

Welcome to all of new and renewed members of the Holiday Rambler Pusher 500 Chapter. Our membership is holding its own, but we can always use more members. Whenever you talk to or know somebody with a diesel pusher be sure and tell them about becoming a member and our Maintenance sessions.

We had good attendance at last year's Maintenance Session, a full schedule of seminars, excellent speakers and it was a great success. We are working on the 2012 Maintenance Session in Las Vegas at the Oasis RV Resort and hope to see all of you there. If anybody has any suggestions for speakers or seminars, please send them to me and I will see what we can do.

Also, do not forget to send any questions, problems and resolutions that you may have to the Newsletter Editor.

I look forward to seeing all of our members at the next Maintenance Session.

Rich Rust

**2012 Dues**

We have not received 2012 dues from a few of our past members. If you have not paid the \$15 for 2012, please do so soon by completing the form on page 5 and returning it, along with your check to Tom Struthers, Treasurer at the address on the form.

**2012 Maintenance Session**

As Rich mentioned in his President's Message, the 2012 Maintenance Session is planned for October 22 – 26 at the Oasis Las Vegas RV Resort. The cost has not yet been finalized, but we anticipate that it will be approximately the same as last year's session, and we anticipate that the chapter will subsidize a portion of the cost for our members. A full agenda is being developed, and will include our typical seminars on engines, transmissions, coach care and renovations and many more. This will be a "Buddy Rally" again, so invite your friends with diesel coaches.

The HRRVC California State Rally will be held in Hemet, California one week prior our maintenance session, so you'll have the opportunity to attend two fine events on the same trip. Hemet is about a five hour drive from Las Vegas, so it's an easy one-day trip. If you want more information on the California State Rally, contact Claude Livengood, Rally Coordinator for more information. [clive@san.rr.com](mailto:clive@san.rr.com)

### **Election of Officers**

Officers and Board Members for a two-year term will be elected at the Maintenance Session. If you would like to serve your chapter, please contact Director Dick Smith by email. [richlinda.smith@mindspring.com](mailto:richlinda.smith@mindspring.com)

### **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!

#### **AC Belt Replacement** *from Ramblin Pushers Group Forum, posted by Jim Hood, 02 End*

I encountered a problem with the belt tension adjustment bolt lock nut. Lok-tite had been put on the nut and I could not get enough pull on the wenches to break it loose. I had to remove the bolt entirely and put it in a vise to break it loose. Another problem was the nut size. I can't remember just how it was; but, the nut was a different size (17mm vs 18mm or the other way around). Here is what I wrote down as a procedure for myself when I would have to do this again.

#### **Tools Required:**

- 13 mm combination wrench
- 5/8" combination wrench
- 18 mm combination wrench
- 10 mm 1/4" drive socket
- 1/4" drive ratchet
- V-belt tension gage
- Troubleshooting light

#### **Procedure:**

Isolate chassis batteries to prevent engine from being accidentally engaged while working in the fan and V-belt area. Remove engine cover and inspect V-belt and pulleys for signs of wear and deterioration.

Loosen the compressor mounting bolts (2) and the adjustment bolt mounting bolt (1). The compressor mounting bolts have a 13 mm hex head and a 5/8" nut.

Loosen the adjusting bolt lock-nut using the 18 mm wrench. Caution—this nut could be a 17mm and have Lok-Tite applied on the nut and the adjustment bolt. If this is the case, remove the adjustment bolt assembly and place in a vise on a work bench in order to break the locking nut loose.

Adjust the V-belt to 55 lbs as indicated on the V-belt tension gage. If a new belt is being installed, set belt tension to 70 lbs. After run in period (min 15 minutes), re-check belt tension and adjust to a min of 55 lbs and a max of 60 lbs.

**Owner Registration** *from Ramblin Pushers Group Forum, posted by Bob Wolnewitz, 08 Amb*

Monaco RV has added an online form to their website that allows you to register your pre-owned Coach. The link is <http://www.monacocoach.com/monaco/preownedregistration>.

Even if your coach is out of warranty there are reasons to register your coach. It makes it easier when you call tech support since they can find your coach in the system and it also allows a path to find you in case of a recall.

It is your decision but I recommend you register. If you have a used coach and you haven't registered it, it is likely that it isn't registered in your name with Monaco. It wouldn't hurt to fill out the form if you are unsure. If you are the original owner, the dealer probably registered you so that you can get your warranty service.

The screen will tell you something like "Thank you for registering your RV" and that will be your notification that you have successfully completed the process.

**Cleaning Your Slide Toppers & Awnings** *from Ramblin Pushers Group Forum, posted by Chris Throgmartin*

Awning manufacturers recommend cleaning your fabric with a non-detergent soap such as Ivory Snow, deft or Woolite. I am going to stray from this advice a little and say that if slide toppers are past the age of their useful life and if they are heavily mildewed and stained then I recommend cleaning them with a bleach / water solution. You can also try a diluted soap mixture using something like Awesome. This is an amazing cleaner you get at Dollar Tree. It is very tough on dirt and stains. The great thing about it is that it costs \$ 1 a bottle. Always use a SOFT bristled brush when cleaning your fabric.

Let me be perfectly clear here so I am not misquoted. If you have newer awnings or toppers then you will want to stick to the non detergent cleaners I mentioned above. This will preserve the acrylic finish that is still present on newer fabric.

I also highly recommend that you spray your awnings and toppers down twice a year with Aerospace 303's Fabric Guard. It is the only protective solution approved by the fabric manufacturers. It also is fortified with UV ray inhibitors which will help preserve your fabric for years. I do NOT recommend 3-M's Scotchguard, because it has petroleum distillates in it.

Just to show you how quality has declined in recent years, I am just now getting orders for the older style Omegas which were made with good thread and fabric back in the late 90's and early 2000's. I recently got an order for a 1995 who is replacing his original awning fabric on his Monaco.

If you're getting over 3 - 4 years on your toppers then consider yourself lucky. Everything I am seeing is showing that the newer the toppers and awnings the worst they are. The thread from the manufacturers is of very poor quality.

**Is it legal to drive a motorhome in the HOV lane?** *submitted by Tom Struthers, 02 Amb*

A couple of years ago, I drove a stretch of I-10 through the LA area and used the HOV lane. Several of my fellow RV drivers told me that I was lucky, because RV's are not allowed in HOV lanes in California.

I was recently able to contact CHP officer John Macdowell to verify whether or not motorhomes are allowed to use HOV lanes. His reply was, "Yes it is legal to drive a motor home in the HOV lanes, as motor home meets the same criterea as a passenger vehicle. Unless the motor home is towing something then it would be 55 in the right hand lane."

I guess I was lucky after all, 'cause I was towing.

**Kwikee step problem** submitted by Bob Lundin, 00 End

This is the second Kwikee step problem we have had. The first was the motor went bad and was replaced by the old Monaco at a rally around 2004 (at no charge) and the second was broken linkage. Unfortunately, I did not save the old assembly as the gears and linkage were OK.

The new linkage cost \$54 plus tax and it was really easy to remove the entire assembly, disassemble the gear box with linkage and replace it with a new one. I took me less than 30 minutes to do the work. Complete instructions came with the replacement linkage but they were not really needed. If I saved the first failed unit, I could have salvaged the linkage and just installed it this time.

**HRRVC Chapter 500 Contacts**

**President** - Richard Rust, 1179 Whitney Avenue, Napa, CA. 94559, [richrust@sbcglobal.net](mailto:richrust@sbcglobal.net)  
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**Web Master** - Steven Nelson, [webmaster@westerndieselpushers.org](mailto:webmaster@westerndieselpushers.org)

**Web resources**

**HRRVC Chapter 500 (our) Web site is** [www.westerndieselpushers.org](http://www.westerndieselpushers.org) HR web site is [www.holidayrambler.com/service](http://www.holidayrambler.com/service).

RV forums at [www.rv.net/forum.index.cfm](http://www.rv.net/forum.index.cfm) and [http://groups.yahoo.com/group/ramblin\\_pushers/](http://groups.yahoo.com/group/ramblin_pushers/)

A good web site is [www.IRV2.com](http://www.IRV2.com)

**The Fine Print**

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**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: **Tom Struthers**, Treasurer. 189 Moll Drive, Windsor, CA. 95492

**Member Recommended Businesses**

Do you have a favorite vendor for RV service, repair, or sales? Send their business card to the Newsletter Editor to have it added to this page.



**Bert Minchow**  
Operations Manager

Cummins Rocky Mountain LLC  
2750 Losee Road  
North Las Vegas NV 89030  
Phone 702 399 2339  
Direct 702 294 5263  
Fax 702 399 2614  
Cell 702 343 1376  
bert.l.minchow@cummins.com

**INLINE DIESEL & AUTO REPAIR inc.**  
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Fax 428-3974  
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Las Vegas, NV 89139  
www.apachervservice.com

## 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 to: Tom Struthers, 189 Moll Dr., Windsor, CA 95492, or [tomstru@gmail.com](mailto:tomstru@gmail.com)