



Newsletter
November, 2009

Volume 2

5 Year Anniversary Congratulations Nor'Easters!



Nor'Easter 2010 Rally schedule

In the winter of 2010 we will visit two locations on the West Coast of Florida over six days. We'll spend 3 Nights at Everglade City (Feb 22nd – 25th) and then 4 Nights (Feb 25th – 28th) just east of Ft. Myers, FL

at the Riverbend RV Resort.
<http://www.evergladesisle.com/>
<http://www.riverbendflorida.com/default.aspx>

This is an impromptu gathering and not an official club rally. If you wish to be part of the group, please book your site directly with each of the campgrounds.

In the spring of 2010, the Nor'Easter Rally will be at Cape May, NJ seeing Victorian Houses, the Zoo and the many other attractions this area has to offer. See you 12-16 May, 2010 at the Seashore Campsites which is just 5 mins from the beach.
<http://seashorecampsites.com/>

The Nor'Easter rally for the fall of 2010 will be in Gardiner, NY visiting Hyde Park, Vanderbilt Cottage, Old Rhinebeck Aerodrome, the Culinary Institute of America and other attractions. Save 8-12 September 2010, for our rally at the Yogi Bear CampGround. <http://www.lazyriverny.com/>

Also in the fall of 2010 we will join several other clubs for a "CCI Fall Party" at Ocean Lakes Family Campground, Myrtle Beach, SC. 25-29 Oct 2010. There will only be room for about 150 coaches so sign up early if you want to attend this one. Send rally

fee (\$425 per coach-2 people) to Judy Crowder, 1000 Pulaski Hwy. Lawrenceburg, TN 38464. She can also be contacted via email: vhcromd@aol.com

House Corner

Compiled by Marilyn Saunders

To start the Nor'Easter's first ever RV House Corner, Donna Hoadley has agreed to share her recipe for the pork roast she and others made at the Well Beach Rally in the Fall of 2008.

Marinated Roast Pork

Donna Hoadley

Pork Roast

Wishbone Italian Robusto salad dressing

Marinate a pork roast for about 4 hours or more in the Wishbone Italian dressing. When ready to roast, remove the pork from the marinade. Cut slits in the roast and stuff the slits with whole garlic cloves and fresh basil. Sprinkle fresh black pepper on the roast. Cook the roast on the grill for about 30 minutes to seal in the juices, then transfer into a convection oven and cook until done (timing will depend on the size of the roast). Remove the roast from the oven, baste with the more dressing and wrap in foil. Let stand until ready to serve.

Delicious!

Thanks Donna!

Like to line your trash bins with plastic shopping bags? From Marilyn Saunders we hear that storing the plastic bags in the cardboard inner roll from used paper towel rolls saves space. Her stuffing record is 20 plastic bags in each paper towel roll. That's

60 bags for 3 rolls and they fit in a kitchen draw with ease.

Do you have a helpful RV House hint to share? Send your hint to Marilyn at mrsbj7@yahoo.com and you may see it published in a future newsletter.

Tech Corner

Compiled by Skip Saunders

Tech Corner this issue derived most of its information from our New Hampshire rally. The first item was an observation from Bill Suarez that fashion sometimes is trumped by practicality. He was referring to "the placement of mirrors". While some coaches are delivered with long armed mirrors that really look elegant stuck way out in front of the coach, Bill noticed that professional truck and bus drivers prefer to bring the driver's side mirror alongside their vehicle. A little experimenting proved to Bill that the ability to back up is greatly enhanced if the mirror is close to the driver. While it might look "odd" to have one mirror (passenger side) out front, and the other (driver's side) tucked in close to the coach, the result is much more professional driving. It was recommended that anyone with the modern long armed mirrors consider adjusting their locations.

Wheel balancing was another topic of widespread interest. Some people have been driving tires without bothering to balance the wheels. These coaches are so big and the tires are so large, that driving without the tires balanced is quite possible. This is particularly true for folk who don't put many miles on the coaches. On the other hand, most people do arrange for some kind of balancing strategy. One popular technique is the use of "Equal", which is a powdery substance that is released inside

the tire when it is mounted. The powder is able to self-balance when the wheels begin to rotate. There is, however, a downside to the powder: It can clog the valve stem. If a particle of the powder gets inside the stem valve, it will allow a slow leak to occur. And, this leak can begin as a result of checking tire pressure! (been there, done that!..) The immediate cure is to have a source of air pressure handy so that you can blow fresh air into the valve and cause the powder to dislodge back into the tire. A better cure is to use "filtered" valve stems. They can be installed when the Equal is originally placed into the tire. But, a new even better cure is to avoid the powder altogether. Bill Suarez showed us a new liquid tire balancer (KTB) that does not suffer the valve stem problems. Most truckers are now using KTB and avoiding Equal..... something for coach owners contemplating new tires to think about.



Fogging of the window beside the driver has been plaguing some coaches. Discussion revealed there is a person/company in Florida who can make a quite reasonably

priced repair. The contact information had been provided in the Yahoo! Country Coach Owners Group and a quick search on that site revealed the company is C&C in Hudson FL and while the web site (<http://www.ccwindow.com/index.html>) appears to be for house window replacement, they have a "sister company" on premises which does coaches. (For more information call Jeff Heyen @ Suncoast Designers Inc 15050 Labor Place Hudson, FL 34667 727.868.2773.)

Shock Absorbers were the next topic. While reasonable service has been provided by the original Koni shocks on most coaches, there seemed to be a groundswell against using them as replacements. Those who have tried Road King have been more than pleased. While a bit more expensive (\$450 per), the results have been quite noticeable to those who have made the switch. (This positive endorsement of Road King also surfaced in a completely different venue among CC owners at the Southeast Rally in Sevierville, TN) It seems that the Koni replacement and the Bilstein too, provide adequate service for a short while, but they do not last as long, nor provide as fine a ride, as the Road King shocks. A side discussion erupted on ride height adjustments. Some people observed that if the coach does not have the ride height properly adjusted, the shock absorbers might not provide the quality ride they are capable of delivering. In some instances raising the front ride height by 1" made shocks previously considered failing provide more service -- something to consider before "investing" in new shock absorbers

Traveling in Snow and Ice. What a "wonderful" topic for members of the Nor'Easter's club!!!!. People observed that driving in the land of snow shovels and plows had special pitfalls for our coaches.

The generator slide outs, for example, can become difficult to use when the bearings get rusted. One person provided a short story of the use of 2-ton jacks to lift the generator enough so that each bearing could be replaced one at a time. Jeff Thurston pointed out that marine grade bearing grease would be a good preventative maintenance step to consider. He said any Evinrude dealer could provide marine grade bearing grease..... and later, Jeff brought a sample bottle from his coach for "show and tell"...(see pictures on web site). Another victim of "stuff" from the winter roads can be the front steps. The mechanism that moves the steps in and out can become recalcitrant. In this case, grease is NOT a solution. The problem with greasing the slide mechanism is that the grease attracts dirt and debris which can clog up things. Instead, dry lubricants (graphite or non-greasy silicone sprays) provide better service.

Rust is a known problem for Country Coaches. Jeff Thurston pointed out that some boat oriented solutions might be very useful for our coaches. Boat Life is one product which reacts with rust and makes it into a paintable surface. GITRUST is a white liquid that should be applied with a foam brush. It is available at most marine stores or at NAPA. POR-15 is another product that can be painted on rust and will turn it into a hardened surface that likewise can be painted. These products are applied after most of the loose rust is wire brushed off, but once applied, they will prevent rust from continuing to decay the coach's metal. Painting the final surface is a good idea for any metal that remains exposed to the elements.

Unfortunately, Jeff and Peg Thurston had an unenviable experience with Graffiti artists this past year. The ensuing effort to remove

the spray paint decorations on the rear of their coach provided us with some potentially useful, but hopefully never needed, information. The spray paint used by these graffiti artists can be removed, however, it takes a bit of work. Peg and Jeff learned that a product from Lowe's called "Motsenbockers" will lift off the spray paint without damaging the coach paint or gel-coat surface. Just be careful on how much to scrub, but it does work.

Paint continued to be a topic of discussion. It was observed that the paint used by Country Coach can be made to bubble when new paint is applied over it. So, if you have a boo-boo and hire someone to repaint a portion of your coach, be sure that primer is used over any of the surface that will be receiving the new paint.



Jeff's samples

Atwood hot water heaters became the next topic of discussion. It is possible to burn out the electric heater filament in these heaters if the electricity is turned on when the tanks are empty. If the electric element does not appear to be working, there is one step to take before going to the trouble of replacing the element. Some of the Atwood heaters

have a temperature sensitive breaker and reset mounted on the back of the hot water heater tank.

It might be possible to revive the electric heat provisions of these heaters by merely finding and pressing the reset button. On the other hand, if your system does not have a reset button, you will be obligated to replace the heating element. There are two versions available of the heating element available. Experience has shown an optional shorter and cheaper element than the original works just fine, so if anyone blows out an Atwood heater electric element you can buy the cheaper replacement with confidence. Installing either the original or the shorter version as a replacement can be a bit difficult though. Sometimes they are screwed into the tank with a tightness that demands heavy duty tools to remove. The best suggestion is to avoid the problem altogether, By ensuring you tag the hot water heater circuit breaker before draining the tank and be sure that no one turns it on during the winterization period (when the tank is empty)!!

Electrical connections are not always as secure as they appear. One of our members had trouble with an electric circuit. The failure turned out to be related to how Country Coach wired the grounding wires. A technician had inserted a 16 gauge wire and a 14 gauge wire into the same screw-down hole on a ground bus. This resulted in one of the wires working its way loose. Most electricians will tell you that multiple wires into the same ground strap receptacle is acceptable practice----BUT, they will also tell you that the wires should be of the same size (gauge). So, if you are suffering from some sort of mysterious electrical issue, be sure to check the ground strap connections.

For those in the Pennsylvania area, we heard a recommendation for "Elite Coach" as a dealer for Tires (Michelin) and Batteries.

Bleeding air from the air tanks was discussed for a few moments. A show of hands revealed that some people make the effort to bleed air out of the air tank systems on a regular basis, and some folk do not. The issue is humid air placed under pressure will release its water. So, it is possible for water to accumulate within the various air system components of the coach. A desicant is included in air systems to prevent moisture accumulation. However, the desicant filter can become saturated. Therefore, it was recommended that people follow the owner's manual instructions and properly vent (i.e. bleed) air pressure tanks as well as replace the desicant filter on a regular basis.

While we did not arrange for a formal "tech" talk at this rally, there was a lot of useful information exchanged among the coach owners.

Newfound Lake, Fall Rally 2009



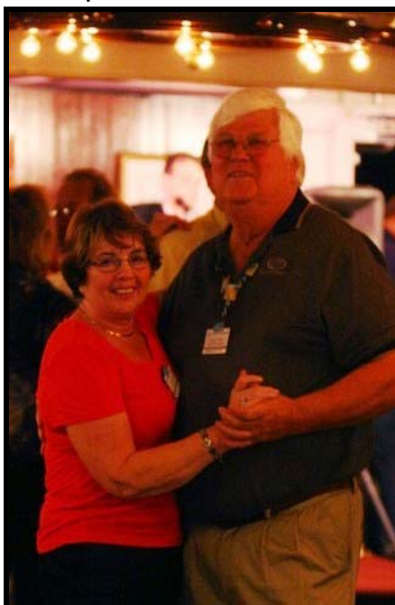
We survived the Mt Washington Cog Railway!

Life near the White Mountains of New Hampshire is very nice; as the occupants of 31 coaches discovered at our rally at the NewFound Lake Campground this past September. Upon arrival we set up camp, renewed acquaintances, and in the early evening gathered at the conference room for evening cocktails. Steve and Peggie Wodecki provided margaritas courtesy of their "motorcycle engine mix master". Although noisy, the results were delicious and started the festivities of our rally off with a bang! Cocktails were followed by a light supper of clam chowder and chili.

On Thursday, we carpoled to the glories of Mount Washington. The weather cooperated nicely with a nice sunny day for those who chose to ride the historic cog railway to the Mount Washington summit. Before boarding the train many in the group took time to view the very interesting cog railway museum at the base station. The ride took about 50 minutes one-way with some steep climbs. The views from the summit were magnificent, with some saying they could see Mt Monadnock in the distance. In addition to the view, there is a museum at the summit which details the history of the Mount Washington weather observatory, plus the requisite gift shop. At noon cog railway riders and non-riders alike gathered for lunch in assorted hotel-restaurant facilities in the Mount Washington area. After lunch, the group took a private tour of the Mount Washington Hotel. This famous place, where the first international economic summit was held, has been restored as an all season resort. It was quite interesting to learn its history and its design details.

Friday was a day to ride the Kangamangas Highway or the outlet stores in Conway.

In the evening we were lucky to join the New Hampshire local Farmer's Market dinner cruise aboard the M/S Mount Washington. The dinner was delicious, the dancing was great, and although there was a slight breeze, the weather was pleasant even on deck.



George & Gail dance the night away

Saturday was another free day for enjoying the area or for just goofing off around the campground. Whatever choice chosen, everyone was in good spirits for the evening steak cookout.

After a continental breakfast on Sunday the rally broke up with many people eagerly anticipating the Spring 2010 rally in Cape May.

Joint CCI Rally, Sevierville Tennessee

An amazing number of Nor'Easter's made it to Sevierville, TN (pronounced severe-ville) Various CCI clubs (CC Nor'Easters, Country Cousins, Southeast CC, CC Heartlanders, Florida Coast Alongs, and CC Texans) held the combined rally.

The week prior to the event had been rather rainy. So much so, some Nor'Easters arriving on the Saturday before the start of the rally, discovered they needed waders to make their hookups!!!.. However, the weather slowly improved and the days of the rally were

pleasant, sunny, and ripe for exploring the glories of the Smokey Mountains. Our first night was “open”, but the Nor’Easters, true to their “let’s have a good time” nature, arranged an impromptu dinner adventure at the “Dixie Stampede!”. We were treated to a “sporting, but bloodless” revisit to the rivalry between the North and the South. Various actors portrayed the settling of the South and West with contests waged on horseback and wagon. They, or at least their horses, exhibited amazing courage and athleticism as the performance unfolded in a dirt covered arena surrounded by an audience (us) eating a casual dinner.

There were several nights of entertainment included as part of the rally. On Thursday evening we attended a show called “Memories” where impersonators sang songs by many famous musicians and actors. On Friday evening we attended “The Smith Family” show and dinner. Lots of music in those hills!! During the days, we had several chances to take excursions into the Smoky Mountains, or to just relax around our coaches. On Thursday evening, we provided “self” entertainment in the form of competing dinner tables. Each “block” of coaches at the campground assembled various “themed” dinner table decorations which allowed the creative and innovative among us to provide a high spirited evening of song, dance, and general prancing around. At times like this I think some of the folk were blessed their children were not present to witness the event!

Have a funny or interesting anecdote from a recent camping experience? Share it with your fellow Nor’Easters via the newsletter. Send your short write-up to mrsbj7@yahoo.com.

During the rally various clubs held meetings and the collected Country Coach International officers conducted a general meeting. One noteworthy item was generation of plans for the next SouthEast meet. While some people wanted to have a more inclusive rally, others pointed out that campsite venues able to support full hook-up were seldom of a size that could support large numbers of coaches. A show of hands was requested and it became apparent that there was a sizeable portion who would happily attend a larger rally in “dry-camp” style. This may be something

the organizing committees will consider for future rallies. In the meantime, next year’s plans have been initiated, and the Ocean Lakes Family Campground in Myrtle Beach, SC has been selected. It is believed room for 150 coaches will be available. All sites have electric, water and sewer. Since the TN rally only held 110 coaches and it was “sold out” early, it was recommended that people interested in the 25-29 October 2010 Myrtle Beach rally get their reservation requests in ASAP. If you wish to attend, send registration requests well

before September 1, 2010 to Judy Crowder (at her email and snail mail address previously provided in this newsletter).

The rally ended too soon, but after making new friends among other Country Coach clubs, and having a good time amongst ourselves, we found ourselves back on the highways.