

Discovery

BY FLEETWOOD, RV

EXPRESS



ONLY 37 MONTHS OLD AND OVER 1300 MEMBERS



SPRING TIME IN THE ROCKIES 2001 WESTERN NATIONAL RALLY REPORT

The Discovery Pioneers wish to thank the many volunteers that helped make this rally a great success story. The Pioneers have already been thanked individually via our "Mile Post" newsletter.

It is now time to thank the other DOAI Chapters for their help. To President **Phil Yovino** and his Discovery Texans, **Gary Shirey** and his Texas Road Runners, a big thanks for helping **Jim Hiss** with the parking. A BIG pat on the back to the Discovery Texans for the Friday Texas Beer Bust! It was fun!!

Thanks **Ben Lewis** and **Bob O'Neal** for the golf classic and those 20 some that participated.

Our thanks go out to President **Ed Watson** and the California Good Timers for handling the Security.

Don Fuller did a fantastic job of being Master of Ceremonies, but that is nothing new, he always does. We owe him many, many thanks since our chapter had voted him Mayor of Pueblo for the week and he ended up doing double duty. The City of Pueblo does not have a Mayor, and we felt a welcome from the Pueblo Mayor was important. Thank you, Your Honor, for serving us well.

Our heartfelt thanks to all the rest of you all who volunteered. We do not have all of the names—just wonderful DOAI members that wanted to help--- members that are not affiliated with any chapter but wanted to be a part of it all. We hope to see you at another rally in the future and hopefully our chapter will be able to provide volunteer help to another hosting chapter

We also share a big "thank you" to:

Adventure Caravans for the two great door prizes, I'm sure the winners will always remember the fun they will have with the great trips.

R. V. Alliance for the welcome party food and the Ice cream. What great people!

Bill Hendricks and his wife from the **Dometic** Corporation for the emergency awning repair after our windstorm Sunday prior to the rally, as well as the refrigerator repair.

Fleetwood Enterprises has a perfect attendance at the DOIA rallies. The Fleetwood Service Center from Riverside did not disappoint us. **Jim Pourroy** and his technicians once again did a superb job handling repairs on our “Big D’s”. A “big D” thank you to Jim and his techs.

There were 148 member coaches, 28 vendors, 17 seminars. A big thanks to the people who conducted those seminars.

Rosario’s Catering from Pueblo catered the meals and did a fantastic job. Our Saturday night banquet was simply superb. Eric Eberhardt’s band, “The Changing Times” provided great music that brought back a lot of memories and many dancers to the floor.

We shall savor our memories of the hard work putting this rally together and only hope that the attendees enjoyed their presence with us as much as we enjoyed having everyone join us. We made many new friends and look forward to meeting each and everyone again down the road.

“Spring Time In The Rockies”

Carl Ropp, President- Hosting Chapter

Discovery Pioneers

The President’s Column:

For those of you who didn’t attend our recent National Rally in Pueblo, Colorado, you certainly missed having a wonderful time and missed a very well planned and executed Rally. We can’t thank the Discovery Pioneers enough for their hard work organizing this rally. Even “The Windstorm” we had the Sunday before things started, didn’t put a damper on things. By the way, we lost our awning and had numerous other damages. Our “D” is at Lazy Days in Tampa undergoing repairs, so it will be ready to go to Bethpage, Urbanna, VA. In Sept. We sure don’t want to miss this next National Rally and hope you don’t either.

If anyone knows others that would benefit our organization by being nominated for an office, the time to let us know of them will be in Virginia at the Rally. Nominations will be asked for and elections will be in December, for a new slate of officers for the next term starting on 1/1/02.

While in Colorado, at one of our Board meetings, we divided the regions of our country into six regions instead of four. We feel the Regional Vice Presidents will have better control over their regions by adjusting the sizes. Check in this issue for your exact region for voting purposes.

Now, most important, let’s get on with forming more chapters – the fun part of our organization. I’ve heard we MAY be having one formed in Florida! And also Full Timers MAY be getting one of their own. Let’s make these rumors come true.

Safe traveling & see you in Virginia in September,
Lois Patterson, President
PGENE464@aol.com

‘D’ RALLY AT BETH PAGE RESORT, URBANNA, VA SEPTEMBER, 2001

Okay campers, get your happy face ready and your appetite ready for September 19 because the rally at Beth Page is shaping up to be a super fun, adventuresome and gastronomical rally.

Beth Page Resort with full hook-ups on large sites is located on the Rappahannock “Rivah” just a few hundred yards from Chesapeake Bay. Riverboat cruises are available from the resort on the Bethpage Riverboat.

Located within easy driving distance of the resort is the Jamestown Settlement that pre-dates Plymouth Rock, Mass, as the first American colony. Colonial Williamsburg is a charming place to spend the day and have an authentic

colonial era lunch at one of the many pubs. Also nearby are the Revolutionary War Yorktown Battlefield and Yorktown Victory Center Parks. Close by on the shores of the York River is the cave that British Gen. Cornwallis was hiding in when captured by the Colonial Army led by Gen. George Washington. Near the cave is the Yorktown Pub famous for its soft shell crab sandwiches and clam chowder.

North of the resort is the boyhood home of George Washington, staffed by interesting interpreters. Further up US 17 is the Lee Plantation home of the famous Lees, including Robert E. from two nearby towns.

No trip to this area is complete without going to Tangier Island. The island is located in the middle of Chesapeake Bay and charter cruises are available from two nearby towns. The folks on Tangier Island mostly crab for a living. Its unique because they are born on the island, go to school on the island, work on the island and most never leave the island their entire lives. English is the spoken language but with a dialect not heard on the mainland. While on the island sightseeing and shopping, it is quite an experience to have dinner at one of the inns. The family style dinners served will more than fill you up. We guarantee it! Plan on being there. We look forward to seeing you.

Have fun.

The Rally Hosts

SUMMARIES OF SOME OF THE PUEBLO RALLY SEMINARS

SHARP MICROWAVE SEMINAR

On Saturday, Dave Lane of TCL Sales showed us how to use the features of our Sharp Convection Microwave Ovens to cook a variety of items...from cookies and cake to roasts and steak. Our best friend, according to Dave, is the manual that came with our ovens. The manual shows exactly what type of pan is compatible with cooking by microwave, convection or mix. It also gives the best cooking times and methods for most foods.

Dave recommended that we use the turntable in our ovens whenever possible. The oven heat will cook from one direction only, so it is important to either use the turntable or turn the item halfway through the cooking period. Also, he likes to use a variety of disposable aluminum pans for most cooking. They are lightweight and provide easy cleanup.

The best cleaning product for your oven is warm, soapy water. Occasionally, a small amount of Bon Ami or Bar Keepers Friend can be used with a Teflon safe scouring pad on the stainless steel portion of your oven. Be careful to avoid the glass area with these products as they may scratch the glass.

It's important to keep a history of service attempts on your oven. This information will be valuable in securing warranty work. For any questions about your oven, call Mindy at 1-800-334-8251, extension 237. Her e-mail address is mindy@tclsales.com. To order parts or accessories, ask for Tony at extension 235. When placing an order, you must have the model number of your oven, which is located on the inside of the oven door.

PAMPERED CHEF SEMINAR

Michelle Zinger, kitchen consultant for The Pampered Chef demonstrated her apple peeler/corer/slicer and the apple wedger to prepare the apples to be eaten with the peanut butter, yogurt and cool-whip dip. She then used the Ultimate Slice and Grate to prepare the raw vegetable for the dill dip. The Pampered Chef also has a line of spices, seasoning mix and pizza and roll mix. She brought out special points on several other kitchen utensils that could shorten the time for food preparation. There was time at the end of the demonstration for those attending to sample the two dips and the fruit and vegetables. Even though she was not using their exclusive cookware or the stoneware she did point out the advantages of each. She emphasized that those individuals that have problems with burned cookies, the stoneware would alleviate that problem. The catalog she passed around also included some very interesting recipes.

The room was long and narrow, making it difficult for those in the back to see what she was doing.

She did pass around several of the items and answered questions from the audience

COMMUNICATIONS ON THE GO

John Veach presented this seminar. It was a comprehensive overview of a wide range of communications topics and was professionally and competently presented by John.

Topics covered included cell phone providers, service plans and suggested several items that RVers should be aware of. Service plan offerings of the providers should be scrutinized very carefully to ensure that the personal needs of the RVer will be fully met and that services provided actually meet the expectations of the user.

FRS radios and their use were covered with examples of how these tools can benefit the user. Again, things to look out for were discussed.

E-mail on the road was another topic presented with an overview of the tools and techniques the RVer can use to improve quality of life and minimize frustrations on the road.

This was an excellent seminar. The only shortcoming was the limited amount of time John had to cover such a wide-ranging subject. He obviously had much more knowledge and experience to share than there was time to do so.

DISCOVERY PILOT'S ROUNDTABLE

Ed Kennedy moderated the roundtable. Others at the roundtable and assisting were Gene Hammelman, Leo Everett, Bob Cook, and John Veach. Because of Sunday's "welcoming" windstorm, the first subject was the unfurling of patio awnings. Some D owners have had their awnings open while parked, but the common problem is the awning opening while driving. It was agreed that this might happen even without the awning arms opening. It can billow like a sail with the arms still secure against the coach. Some members have solved the problem with "coachmen's loops" and "happy hooks". Check the D web site for pictures/instruction. It seems the most common solution is having the awning spring tension **greatly** increased.

Soft shower floors were discussed and the two solutions mentioned were adding wood and shims between the shower floor and the sub-floor, and filling the gap with aerosol foam..."Crazy Stuff"- a common air/gap insulator.

Other problems and solutions included 12-volt versus 6-volt batteries (with 6-volt winning). Also discussed were Fantastic vents and fans with respect to cleaning and lubrication.

The session ended with a lot of discussion on the cleaning of the Charge Air Cooler (CAC) on the Cummins engine and the oil discharge from the blow-by tube. Cummins has available (at cost) a kit to extend this tube but most seem to think radiator hose and clamps are just as good and suggest about a 12-inch extension.

FLEETWOOD SEMINAR

Jim Pourroy, the Fleetwood Technical Service Trainer, conducted this seminar.

Many Discovery owners know Jim because he is Fleetwood's technical representative who responds to E-mails and correspondence. He started with Fleetwood in 1979 and moved to the Service Division in 1982. In 1987 he started appearing at rallies representing Fleetwood.

For this seminar, rather than presenting a scripted, canned speech, Jim opened the floor to questions, complaints and comments. The following is a brief compilation:

1. The first question was regarding the coach door for not working properly and the bothersome wind noise. **To function properly, the door needs proper installation. If the problem is not solved during installation, there will still be a problem. Fleetwood has gone to a new manufacturer, but the new door cannot be retrofit into previous year coaches. As for the wind noise issue, the DOAI newsletter article (written by Frank Bongiorno) has given several good suggestions.**
2. The holding tank monitoring systems are totally unreliable. **THE DOAI website**

- has a good article discussing this problem. Cleaning, calibration and sensitivity are the three things that need to be checked. All three tanks are now adjustable on newer units. Fleetwood representatives will be going to the different dealerships to train technicians. In order to properly calibrate the monitoring system, the tank must be filled and emptied twice in order to check the panel. Have your dealer contact the Fleetwood Service Center about this training.
3. How long does Fleetwood offer training for the field? Training will start the end of October/early November and run through the end of April/early May. It will be a 3-day training program, which will include a plant tour from chassis to completion of the coach. Fleetwood is doing a major revision and overhaul of their training system and is planning more in-depth training.
 4. Why must you run gallons of water in the shower before you finally get hot water? First you should check to see if you have left any valves open (such as the valves on the outside flexible faucet). This problem is a new one and Fleetwood will look into it. It may also be normal given the distance between the water heater and the faucet.
 5. Someone asked if anyone has had the main awning unroll while driving down the road. Quite a number of hands raised. This is a pretty scary situation. Checking the tension of the roll-up was suggested. The questioner stated that this problem needs to be fixed at the source- Fleetwood. It was recommended that everyone should attend the A&E Awning Seminar on Friday. People with this problem should contact their dealer to have repair done regarding the end cap where the cam locking pawls may be stripped in the end cap.
 6. Why would the water pump cycle once an hour when dry camping? This could indicate a slow leak somewhere in the coach. Do a pressure test. The water pump has a check valve into the city water intake- this could be the source. Jim said cycling once an hour is not too often but may indicate a slow leak.
 7. When dry camping, why are the main/chassis batteries going dead? All Fleetwood systems are disconnected by the relays to prevent battery discharge. However, the freightliner systems are NOT disconnected per Freightliner directions. When dry camping, a suggestion is to switch off the main battery. A possible test procedure will include installing a shunt to the battery to monitor the current drain, which would tell us if there is an undesirable load. Fleetwood has been and is working on this. It does not affect all units
 8. If headlights are left on high beam position, will this draw down the battery when the lights are turned off? YES!- on earlier units. Leaving the switch on high beam keeps the relay activated. Contact Freightliner for details.
 9. What is the coldest temperature in which you can operate the coach when dry camping? There are always risks involved below 32 degrees. You should consider the level of water in your tanks, wind direction, keep propane tanks as full as possible and make sure your batteries are fully charged, etc. Other coach owners who have dry camped in cold weather are the best source of information.
 10. Which furnace heats the basement? You should call the Factory Service Center to find out for your particular coach. If you have two furnaces, it is recommended that they both be running.
 11. Can you get wiring schematics for your coach? YES. Also plumbing, etc. Requests for plumbing and electrical are the most common.
 12. What water pressure is recommended? You should use a pressure regulator at all times. The recommended pressure is 30-45 PSI. A regulator is NOT built into Discovery coaches.

13. How about surge protectors? **Discoveries have plug-in surge protectors for the TV and VCR. All GFI's have some surge protection. Additional protection may not be a bad idea and could offer dome peace of mind.**
14. With the jacks down, why do I hear a popping noise? **This is a common problem. It may be caused by (1) thermal expansion and contraction, or (2) the seal binding. The popping noise usually happens in the middle of the night, which is the coolest part of the day. The best prevention is frequent lubrication with silicon or Teflon spray on the jack cylinders after cleaning. This also protects the units from rust and dirt. On the back jacks especially, lube the seal on the jack itself if a zerk fitting is available.**
15. A questioner asked if he had a problem because his inverter has such a limited use. The only outlet that functions is by the kitchen table. His inverter does not handle the outlet by the dash on the floor, by the kitchen counter or by the bathroom. **There are only two branch circuits for his 2000 model- circuits 2 & 4. There is not a whole coach inverter. Typically, there are inverter outlets at both TV's and one at the kitchen table.**
16. How long can you use the microwave without running down the batteries?
- 217 amp-hours for the two 6-volt batteries**
 - 435 amp-hours for four 6-volt batteries.**
- You should not take the batteries below the 50% range. At 220 amps draw, you can run about one hour with the four batteries. (NOTE: unless your rig has been modified, you cannot run the microwave from the inverter/batteries).**
17. With the door problem so wide spread, why hasn't the factory had a recall on something that major? What is Fleetwood doing about the problem? **Fleetwood does consider it a major problem, but not a safety problem. It is not a recall type of problem. You should work with your dealer about proper door installation.**
18. What is done about the door latch breaking, locking the owner either in or out of his coach? **Fleetwood is working on parts to replace the locks. The lock manufacturer has implemented a campaign to replace all of the defective locks. Owners will be informed by mailings if they have the defective lock.**
19. What would happen with a class action lawsuit against Fleetwood regarding the door problem? What if someone was locked in a burning coach? **Fleetwood has a campaign in progress to correct the locks. Also, there are window emergency exits. If you are locked in or out of your coach, Fleetwood will send a locksmith to your site.**
20. Why does the shower drain so slowly? **Check to make sure the coach is level and the drains are not plugged. Clean out the P-trap. Use a plunger on the drain. Pull out the strainer, put baking soda in the trap and pour vinegar over the soda (tamp down). This combination will foam up and clean out any clogs.**
21. Why can't Fleetwood have better quality control in the factory so these problems don't get out in the field for coach owners to have to deal with them? **Fleetwood works very hard at checking and double-checking systems.**
22. Counter-sunk screws were used in the door props over the overhead bin compartment doors. These screws pop out and fly across the coach. These screws are not the type screws that should be used (and are no longer used in the newer models). The screw holes are now over-sized. What can be done to correct this? Will Fleetwood/the dealer replace the defective screws? One dealer told us the doors should now be replaced because the screw holes are now bunged up. **First- keep an eye on them and keep them tight. A fix would be to insert a glue dipped wooden match(s) and break off/trim flush. (Obviously don't insert the head of the match). Then reinstall the original screw. This old fashioned method is probably the easiest, but don't over tighten because**

the wood is soft. You might also check your local home improvement center for new products and hot tips.

23. Access to outside service bins is limited. You have to crawl under the door to work. What is being done to correct this problem? **The problem is that Fleetwood came out with bins on the slide-outs before considering rearrangement of the bins. They have now come up with designs that provide better access to these bins.**
24. What can be done to stop dealers from borrowing parts from one coach to fix another one? **Fleetwood does not encourage that practice. Dealers should provide factory options only.**
25. There is a problem with overheating wiring. **CSA and ITE testing agencies have approved the power box. There seems to be no widespread problem. Fleetwood does not use aluminum wiring.**

Jim noted that DOAI's website is an excellent source of ideas and information.

Editor's note: At the Pueblo rally we had prepared a nice plaque to present to Jim in recognition of/and to thank him for all he has done and continues to do for us. Jim became ill that evening due to a hip problem and could not attend the final dinner meeting. We showed the plaque to the members at the meeting and sent the plaque to Jim following the meeting. Here are the words on the plaque-

PRESENTED
TO
JIM POURROY

Fleetwood Western Region Technical
Service Trainer

For his continued support of the Discovery Owners Association and its members through newsletter article contributions, timely e-mail responses, professional advice and always being an RVer's BIG shoulder.

We received the following words from Jim after he received the plaque- *"Thank you and all involved for the honor, it means a lot to me. I will try hard to live up to your kind words of praise."*

Fleetwood Customer Service-
1-800-322-8216

Want to know where to get propane??
Go to this address on the web-

<http://www.propanegas.com/>

Freightliner Customer Service
1-800- 385-4357

YOUR 2000-2001 SLATE OF OFFICERS

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Executive Vice President- **Robert Baugh**
Secretary- **Lynn Casimir**
Treasurer- **Ralph Bailey**
Rallymaster- **Phil Yovino**
VP Development- **Jim Devine**
East Regional VP- **Pete Pizzano**
Midwest Regional VP- **Bob Chinn**
Northwest Regional VP- **Arnie Thompson**
West Regional VP- **Don Fuller**

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Manitoba
Alberta
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*VP's to be elected in December for 2002-2003

WHERE TO SEND WHAT

Send all matters of general interest or for action by the President to:

Lois Patterson, President
 4314 NW 21st Street
 Cape Coral, FL 3993-3419
 (941) 282-5857 PGENE464@aol.com

Send changes of address, membership inquiries, checks, membership applications and renewal dues to:

Sharon Ayer, Membership Director
 91 East Donohoe
 Chula Vista, CA 91911
 1-888-594-6818
Sayer40152@aol.com

Send requests for Discovery Badges to:

'Mr. Ed' Badges n Signs
 P.O. Box 303
 Crystal Beach, FL 34681
 1-800-398-8307
 Badges \$5.50, hangers \$3, s/h \$1 each

Send your requests for caps, jackets, etc. with the Discovery Owners Association logo to:

L&M Sportswear & Embroidery
 2078 Clarktown Road
 Heathsville, VA 22473
 (1-866-580-6401)



Send problems experienced with your Discovery, and any solutions, hints and tips to share to:

J.B. Vaughn
303 California Street
Clyde, TX 79510
1-915-893-2625

YOUR HELP IS NEEDED!!

Don't forget, you are all reporters and will be derelict in your duties if you don't get that article in before the deadline for the next newsletter. We can take your information handwritten, as long as it is readable, typed, by snail mail, by e-mail or disk (Microsoft Word), or by FAX. The addresses are below for your newsletter editor:

Snail mail: Don Fuller
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Lancaster, CA 93536-5399

E-mail: wdfuller@aol.com

FAX: 1-661-942-6692

Phone: 1-661-942-1575

Thanks to all that did a superb job for this issue & especially those that did the great photos for us in Pueblo!!

MEMBERS WITH DISCOVERY ITEMS FOR SALE (Key Word is DISCOVERY item)

FOR SALE: \$50.00- one set of Solar Eclipse custom covers & shades for a 1997 D. 6 white shades total. Windshield, door & side windows. Carrying case incl. Attaches to outside of windows, needs outside fasteners. Will have at National Rally in Virginia. Contact **Jim & Dorothy Devine** 970-209-4757 or email us at jimd@one800.net

A Splendade washer/dryer for sale. From 98T-only used twice. 50% of new price- contact **David Reyckert** at david@doubledstatuary.com.

THE SUNSHINE CORNER

This section of the newsletter is new and its purpose is to note requests by members to mention those of us, our friends or loved ones that feel that our good thoughts or prayers might bring some comfort. Any requests brought to our attention will be placed in the next issue of Discovery Express. **This month's requests for Sunshine are:**

Jim Pourroy (our Fleetwood Technical Service Trainer and DOAI's good friend) just reported that he will be going to the hospital soon for a second replacement hip. He will be at home recovering for up to six months.

Harvey Becker has had a heart attack and is in the hospital at press time. We have no details as to how serious it is. Prayers are requested!

Phil and Dorothy Yovino had the whole first floor of their home flooded out because of the heavy tropical storm rains in Texas.

DISCOVERY TIPS & HINTS

By **Jim Pourroy**, Fleetwood Technical Service Trainer

Hot fun in the summer time!

Summer is here and for most of the country it is going to be a hot one.

It's time to talk A/C's. Your coach is equipped with three A/C's, two on the roof and one in the cab area. All three can use preventive maintenance from time to time.

Making sure that the A/C's are in top working condition should be a priority in the maintenance department. I know it is for me. Regular roof A/C return air filter cleaning is a must. The cleaner you keep them, the better they will work. Dirty filters reduce air flow and can lead to evaporator freeze up especially when run on low speed in humid areas. Removing the return air grill accesses the filters. The front roof A/C grill

will often have the solar panel charge indicating LED installed and will require unplugging to get the grill all the way down.

How do you clean the filters? I do it by holding the filter under running water with the dirty side down. This rinses the dirt and dust out the way it came in. After the first rinse you can use a small amount of liquid dish washing soap and gently squeeze it through the filter (like a sponge) and then rinse it clean. Squeeze out the excess water and allow drying before reinstalling it back into the grill and the grill back to the ceiling.

Before replacing the return air grill it is a good time to check the mounting bolts and the gasket. There are 4 mounting bolts, with a 1/2" socket you can check to see if they are snug. Use care to avoid over tightening and distorting the blower housing. If you over tighten, the blower wheels will rub on the housing and make a bad noise. It also flattens out the gasket and shortens the gasket's life. With the use of a flashlight, you can often see the gasket between the A/C and the roof, it starts out about 1" thick and when it gets to 1/4" or less, or no longer seals, it is time to replace it. Replacement can be tricky as the ducting will need to be removed and the A/C lifted up or tipped on its edge or side, a job for the advanced do-it-yourselfer or a dealer.

Another area to check would be the condenser on the backside of the roof A/C's. They must also be kept clean and if fins are damaged they should be straightened with a fin comb. If the inside of the condenser appears dirty (based on low air flow out the back of the unit) it should be cleaned by a dealer.

Keep an eye on the AC input voltage. If the voltage drops too low, the amperage will rise and possibly cause the circuit breakers to trip and the compressor may be damaged. How low is too low? That is a hard question to answer. 104 VAC and lower is probably dangerous, voltage between 90 to 100 VAC will probably cause damage in a short time. The first aid for low voltage is to run your generator or move to another site/campground, or turn everything off until the voltage improves. Monitor the voltage under load to get the most accurate reading. Testing the

voltage in the shore receptacle will give you a clue, but it is the voltage in the coach under load that counts. Remember that over heated or damaged shore cords should be replaced.

Make sure that the fan on the dash A/C condenser operates when the dash A/C is turned on. It is located under the coach in front of the axle. It should run whenever the compressor is turned on. It is an important part of the dash A/C. Without its airflow, the coach won't cool well when parked or in slow traffic and the refrigerant pressures will go up. Check the condenser for damage or debris and clean it or have it repaired as necessary. The condenser fan is a chassis part but the power to it is Fleetwood's responsibility. The condenser requires a large amount of airflow to do its job.

The dash A/C is different from the roof A/Cs in that it has moving parts that have seals between the refrigerant area and the outside world. There are also hose connections and other threaded fittings that can possibly leak. Charging the system should be left to professionals and only be performed following a leak check. Operation is the best maintenance. This keeps the seals moist by distributing the lubricating oil through out the system. Run the system year around, even in the winter. Saving it for a special occasion (by not using it) will result in dry compressor seals and possible loss of refrigerant and damage to the system.

Now that everybody is thinking about how cool their coach will be after performing some of the preventive maintenance, keep in mind some of the basics. If it is going to be real hot later in the day turn on the A/Cs early in the morning, keep the blinds drawn, don't open and close the door too much. Parking in the shade helps. Keep the lighting load to the minimum, use the fluorescent lights instead of the incandescent lights. Use fans to circulate the air, the additional breeze will add to the cooling effect. If it is still too hot or you waited too late in the day to turn on I/C, you can use your dash A/C to help bring the temperature down. This should only be done for a short time to avoid overheating your engine.

Batteries are another top item. In the summer the evaporation rate of the batteries electrolyte is at its

highest and careful attention to the level is very important. Make sure that the tops of the plates are covered prior to charging, but hold off on bringing the level all of the way up to the split in the collar until the batteries are fully charged. The split in the collar is the gap in the plastic piece that protrudes down into the battery cell. Filling the cells to the bottom of the split is considered totally full. You just don't want to fill it that full before charging to avoid an overflow and making a big mess. I used to do this on a regular basis myself. I thought that they had to be topped up prior to charging, and always had overflows. I got this tip from a web site recommended by the Discovery Egroup, www.trojan-battery.com.

If you are in a real hot area and one with low humidity you are going to need to check the electrolyte level often. At least every other week would be a good start. If you are plugged in all of the time you may need to check more often. After you get a feel you can adjust the interval. Just don't wait until you have problems or let the top of the plates show. Damage to the batteries will

result and shorten their lifespan forcing an early replacement.

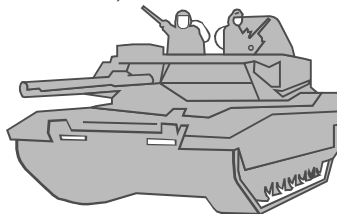
While you are out there checking the electrolyte level inspect the cable connections. If they are corroded they will need cleaning. The best cleaning is accomplished by taking the terminals off of the battery posts and cleaning between the layers if the terminals are stacked or between the battery post and terminal and the retaining nut. There is little value in wire brushing the corrosion off of the outside; it is the contact areas in between that count. Once they are cleaned and fully dry, have them sealed with a terminal coating material or non-corrosive compound. This will greatly increase the time between cleanings.

Don't service your batteries if you are not comfortable or experienced with the process, have it done professionally. There are substantial risks to you and the coach if mistakes are made.

(Editor's Note: Thanks again Jim, for an excellent and very timely article. Your continued support is appreciated by all)



Don't let this be your D! Check your rig for safety and make sure you have the right kind and quantity of fire extinguishers handy. An ounce of prevention can save your life, your loved ones, your belongings and your D. Please don't smoke in bed and remember, we're not driving a



Our Nominating Committee Needs Your Help

Jim Devine, Ed Kennedy, Ray Easter and Leo Everitt were asked and agreed to serve as a Nominating Committee for selecting members as election candidates for the officers who will begin a two- year term beginning on January 1, 2002. The Committee is responsible to develop multiple choices for all positions if possible. We have over a 1300 members chock full of talent, which could be put to good use for the betterment of our club, as an officer. Your help is earnestly solicited to make known to this committee, members qualified to fill these important positions. The Committee members will solicit these members for determining their willingness to serve. Of course, volunteers are extremely welcome as well. The committee is hoping to have all nominations by the end of the Bethpage rally in Virginia in September. The ballots for elections will be placed in the Discovery Express Newsletter immediately following the rally. The ballot needs to be mailed in by the membership and will be counted in early December. Results will be announced in the following newsletter. Please e-mail, call or write with your proposed names. Thanks. Here's how to contact the committee members: **Jim Devine** jimd@one800.net, **Ray Easter** rayeaster@chartertn.net, **Leo Everitt** jeveritt@earthlink.net, **Ed Kennedy** erkennedy@aol.com. You can mail your proposed names to your newsletter editor who will forward them to the committee.

A FRIENDLY REMINDER from the MEMBERSHIP DIRECTOR Sharon Ayer

When you are renewing your dues (on-time of course), the annual dues are \$16 each year following the first year, which is \$20. Many folks are continuing to pay subsequent year dues at \$20. We don't mind the extra \$\$, but it does cause us extra work to straighten out the records. Help us out and save your self \$4.

Freightliner ad

PUEBLO RALLY PROOF!



PUEBLO RALLY PROOF!



**DISCOVERY OWNERS ASSOCIATION, INC.
MEMBERSHIP APPLICATION**

Welcome to an organization open to all owners of Discovery Motorhomes by Fleetwood, intended to foster social opportunities and information exchange among members.

Dues are **\$20** for the first year, and **\$16** each year thereafter, due in the initial month joined.

Mail with checks, payable to: Discovery Owners Association, Inc., to Sharon Ayer, Membership Director, 91 East Donahoe, Chula Vista, CA 91911.

LAST NAME _____ FIRST _____ CO-PILOT _____

Street _____ CITY _____ State ____ ZIP _____

Phone _____ Cell Phone _____ E-mail _____

Discovery : Year ____ Length _____ Slide? Yes ___ No ___ Full Time _____ Part Time _____

Discovery VIN # _____ FIN# _____

Travel/Motorhome Memberships: _____

Hobbies/Interests*: _____

Areas of Expertise/Background*: _____

Positions in Discovery Owners Association, Inc. of possible interest to you* _____

Indicate willingness to participate as a volunteer if called upon*: Yes ____ No ____ Activities of

Particular Interest _____

What are you looking for from this organization? _____

Comments: _____

*Indicate which family member if appropriate

'VIRGINIA in the FALL' RALLY OF 2001



NATIONAL RALLY

Bethpage Camp Resort at Urbanna, Virginia

ALL GRASS COVERED SITES ARE WITH ELECTRIC, WATER AND DUMP

Sites will not be assigned.
Come together & park together
(No reservations)

September 19-23, 2001
(5 Days & 4 Nights of Camping)

FLEETWOOD FACTORY SERVICE

VENDOR DISPLAYS & SEMINARS – NEW COACHES – TECHNICAL SUPPORT – GAMES –
SWIMMING – CATCH & RELEASE DEEP SEA FISHING – BOATING
2 DINNERS – THUR & SAT
FACTORY SEMINARS BY FLEETWOOD – FREIGHTLINER – CUMMINS

Make checks payable to Discovery Owners Association, Inc
Mail to: Ron Shane P.O. Box 1205, Weleka, FL 32193 1-904-467-3017 (toll free # is 888-857-7048)

Return this portion of form with your check.

Please help us plan –register by Sept. 4.

\$130 per rig with two adults

\$ _____

\$115 with one adult

\$ _____

\$18 per day early arrival on _____ \$18 x _____ (5 max)

\$ _____

Those wishing to stay beyond the rally must pay Bethpage direct at \$25 per night.

All early arrival registrations must be made by DOAI. Bethpage will refuse members who try to register through them. Applications must be received by September 4, 2001. No refunds after September 4, 2001. No show, no refund. Registration received after September 4, 2001 postmark:

\$145 per rig with two adults

\$ _____

\$150 per rig with two adults at the gate w/o registration

\$ _____

TOTAL

\$ _____

Last Name _____ First _____ Co-Pilot _____

Address _____ E-Mail _____

City/Town _____ State _____ Zip _____ Tele/Cell _____

Emergency Contact _____ Phone No. _____

DOAI Member # _____ Discovery VIN # _____ Fleetwood FIN # _____

Handicap Parking Needed _____ YES _____ NO There will be a handicap area.

Are you a new member? _____ YES _____ NO. Is this your first rally? _____ YES _____ NO

Volunteers ---We Need Your Help!!! YES, I WILL HELP WITH:

- | | | | | | |
|--------------------|-------|-------------------|-------|----------------|-------|
| PARKING CREW * | _____ | SEMINAR HELPERS | _____ | RALLY REPORTER | _____ |
| REGISTRATION-INFO* | _____ | DOOR PRIZE-RAFFLE | _____ | WELCOME BAGS | _____ |
| CLEANUP CREW | _____ | VENDORS | _____ | BREAKFAST HELP | _____ |
| WHERE EVER NEEDED | _____ | ENTERTAINMENT | _____ | OTHER | _____ |



OWNERS ASSOCIATION

WINTER ROUNDUP RALLY of 2002
LAZY DAYS RALLY PARK at SEFFNER, FLORIDA
FEBRUARY 3RD. 4TH. 5TH AND 6TH, 2002
 (4 Days and 3 Nights of Camping)

**ALL CONCRETE PLATFORMS AND GRASSY SITE WITH ELECTRIC,
 WATER AND SEWER HOOKUPS. SITE WILL BE PRE-ASSIGNED, SO TO
 PARK TOGETHER YOU MUST REGISTER TOGETHER**

POSSIBLE FLEETWOOD FACTORY SERVICE

Plus

**VENDOR DISPLAYS & SEMINARS, NEW COACHES, TECHNICAL SERVICE, GAMES, SWIMMING,
 ENTERTAINMENT, BINGO, COMPUTER TERMINAL HOOKUPS & COMPUTERS,
 TWO DINNERS, CAMPING WORLD, RESTAURANTS, THEME PARKS AND HISTORICAL SITES NEAR-BY,
 FREE BREAKFASTS AND LUNCHE COMPLIMENTS OF LAZY DAYS RV CENTER**

MAKE CHECKS PAYABLE TO : DISCOVERY OWNERS ASSOCIATION, INC.
MAIL TO: RAY EASTER, REGISTRAR
2724 SUFFOLK ST.
KINGSPORT, TN 37660-5806
Ph: 423-288-5274 (Toll free 888-786-2962) rayeaster@chartertn.net

Cut on dotted line and save for your records. Return the completed form from below with your check.

Early Registration Fees:		Late Registration Fees	
\$105.00 per coach with two adults	\$ _____	\$115.00 per coach with two adults	\$ _____
90.00 per coach with one adult	\$ _____	100.00 per coach with one adult	\$ _____
15.00 each additional person	\$ _____	125.00 per coach at gate	_____ **
19.00 per day early arrival	\$ _____	19.00 per day early arrival	_____ *
22.50 per day late departure	_____ *	22.50 per day late departure	_____ *
* You pay Lazy Days at Desk		* You Pay Lazy Days at Desk	
		** Pay Registrar Upon Arrival	
TOTAL PREPAID \$ _____		TOTAL PREPAID \$ _____	

No refunds after January 19, 2002 - No show, no refund

Last Name _____ First Name _____ Co-Pilot _____
 AddressL Home _____ City _____ State _____
 E-Mail _____ Zip _____
 Phone _____ Cell Phone _____
 Emergency Contact Name _____ Emergency Contact Phone _____
 DAOI Membership # _____ Date Joined _____ MH yr & model _____
 Discovery VIN# _____ Fleetwood FIN# _____
 Handicap Parking Needed: Yes _____ No _____
 Is this your first rally? Yes _____ No _____

Volunteers Needed- We Need you Help
Yes, you can count on me. I will help with:

Rally Photographer _____ Rally Reporter _____ Parking Crew _____ Seminar Helper _____
 Door Prizes/Raffles _____ 50/50 Game _____ Entertainment _____ Registration _____
 Cleanup Crew _____ Vendor Helper _____ Breakfast Helper _____ First Time Greeter _____
 Welcome Pags _____ Other _____ Where ever needed _____

DRIVE SAFELY AND HAPPY DISCOVERING

Please help us plan ahead – Register by early January 19, 2002.

Date rcv'd _____
 Reg Number _____

WHAT'S AHEAD??**EASTERN NATIONAL RALLY- 2001**

Bethpage Camp Resort, September 19-23 in Urbanna, Virginia. The location is in historic Virginia and on the Rappahannock River. Plan for it and don't miss it.

EASTERN REGION RALLY- 2002

Lazydays in Tampa, FL., February 3, 4, 5, & 6

WESTERN REGION RALLY- 2002

Beaudry RV in Tucson, AZ., March 17, 18, 19 & 20.

EASTERN NATIONAL RALLY- 2002

May 8,9,10 & 11- Rayne, Louisiana (On Interstate 10 about 10 miles west of Lafayette)

BITS & PIECES

The answer to the question of the affect of altitude or temperature on your tire pressure- here's **Eugene Hamelman's** answer:

The general rule of thumb is for every 1000 feet you gain 10% or about 1 psi. For every 5 degrees you will gain 10% or 1 psi.

One person's answer to the awning unfurling issue- per **Carl Gordon**:

Amidst the strong winds related to the Pueblo Rally and resulting damage to some awnings, there was a lot of discussion about how to secure the awning when in transit. Ingenious members demonstrated several different ideas. I have determined that a center point tie down should do the job. I went to a boat shop and bought a Chrome Tie Down Eye Strap #081251-1. This is made by SEA DOG LINE, Everett, WA. <www.sea-dog.com>. This strap is really a bracket, which is held onto a surface by two screws. The eye height is 3/8 " , eye width is 1-1/16". I fastened this to the coach top of sidewall

above the awning and the drip gutter....about even with the line of pop rivets, which hold the roof in place. I used #10 X 1-1/2" stainless steel screws with counter sunk head. This makes a very sturdy attachment from which I then used heavy Velcro strip material to loop through the newly attached eye strap then down over the awning and through the center support bracket. This allows a very strong lashing, which, I feel, will keep the awning from being able to billow when wind gusts enter either the end or from the side. Of course, to do this, you will need some sort of center support in order to complete the tie down.

From **Frank Bongiorno**-

I have coordinated with Michelin to have tires available again at special rally prices for the Bethpage rally starting on Sept. 19. DOAI members should contact Tire Center Inc. in Norfolk Va. to order their tires for delivery to them at the rally. The point of contact for TCI is Mr. Mark O'Brian at 757-855-4937. Michelin is holding the same prices it gave us at Pueblo, CO., that is, \$231.78 for the 235 size and \$281.12 for the 255 size. The price for mounting and balancing is \$36.00 per tire, which is over a 10% discount for members of DOAI. All prices include taxes. If I can be of further help, I can be reached at 407-353-5765.

From the Internet- another great article from **Jim Pourroy** of Fleetwood:

I have been watching all of the posts regarding monitor panels and thinking about what I can add. I hate to get too wordy and confuse anyone, but it takes a lot to get it all.

To start with, a clean tank is a must. Most of you know that and have tried all of the tricks and all cleaners. The two not so often tried and very successful cleaning methods that I can add would be the hot water, and the opposite, the ice cube treatment.

At the service center we clean the hard to clean tanks by connecting a hose to a large water heater, 40 gallons or so and fill the tank, either gray or black, and then drive around to slosh the water against the probes to loosen and clean debris.

The opposite procedure is to add 20 pounds or so of ice cubes (through the toilet) to 5 to 10 gallons of water and repeat the driving around. When it melts it will drain out like normal and hopefully take a bunch of debris with it.

Discovery's monitor panel works a little differently than other ones used in Fleetwood motor homes. It uses an external resistor pod that sets up a voltage divider string. This type of monitor is called the uni-wire monitor as there is only one wire for the sensor and one wire from the empty probe to ground. This system uses an external resistor pod to connect the sense wire to the probes. They can be tested with an Ohmmeter.

The best measurements will be obtained by removing the wires from the tank probes. The resistors (two) are 68 K Ohm and are in series. They should read continuity from the input wire to full probe green wire, 68K Ohm to the 2/3 probe yellow wire, and 136K Ohm to the 1/3 probe blue wire. If the resistor pod does not measure as described (plus or minus 10%) it will need to be replaced. The part number is 112950.

The Discovery monitor panels also have potentiometers to adjust the sensitivity readings of the gray and black tank.

1996 – 1998 Discovery monitor panel the potentiometers can be accessed on the side of the PC board.

1999 – 2001 Discovery monitor panel the potentiometers are accessible through the backside of the PC board.

Note the location of the pointer that looks like an arrowhead prior to adjusting, this way you can return it back to where it was if needed. It takes trial and error and a little bit of patience, only turn the potentiometer a little at a time. Fill and drain the tank and observe the results. The goal is to get it to read correctly without being too sensitive, or not sensitive enough. Depending on the local water and the tank contents there can be a fine line between the two.

Excerpt from a troubleshooting guide...

"Oversensitive readings can occur as a result of scum buildup on the tank walls, abnormally high

mineral content in the water, or incorrectly located holding tank probes. In these situations, the monitoring system indicates higher levels than are actually present in the holding tank. Certain cleaning products and food by-products can build up on the inside walls of the holding tanks producing a layer of scum that can cause the monitoring system to read higher than the actual level".

If cleaning and adjusting doesn't work, then we add new probes. The replacement probes are called well nuts, work like expanding freeze plugs. We drill a 3/8" hole and then install them with a stainless steel screw, which causes them to expand and seal against the tank. The part number is 002788. The screws make the probe serviceable.

If the condition persists, move the common ground probe 7 – 10 inches away from the other tank probes. The increased distance between the ground probe and the other probes will decrease the sensitivity of the monitoring system.

I hope all of this helps more than it confuses the issue. This should address the most common problem, false readings, but like anything there is even more to it than I mentioned. You could have a defective monitor panel. Playing the odds though, the problem is almost always in the tank.

WE HOPE TO SEE YOU IN VA. & FL!!

Y'ALL COME NOW, YA HEA!!



DISCOVERY OWNERS ASSOCIATION, INC.

**DO YOU KNOW WHEN YOUR DUES ARE DUE?
REMEMBER- RENEWAL FEE IS \$16 NOT \$20.**

CHECK YOUR ADDRESS LABEL BELOW AND WE TELL YOU YOUR RENEWAL DATE-

DON'T BE DELINQUENT – BE ELOQUENT - BE ON-TIME

**So please review if you are past the renewal date in the label below, as we
Discovery Owners should stick together, and we really want you with us!**

**DISCOVERY OWNERS ASSOCIATION, INC.
SHARON AYER, MEMBERSHIP DIRECTOR
91 EAST DONOHOE
CHULA VISTA, CA 91911**

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