



## Fall meanders into Discovery's world

The calendar proclaims it ... the change of seasons is upon us. That also means, for many of us, it's time to get our Discoverys ready for sojourns to warmer climes during the coming months.



The change of seasons also brings us new contributors to this newsletter. We are pleased to welcome:

- ✓ **Mike Sokol**, an electrical and professional sound expert. He debuts with part one of his series on understanding and preventing RV electric shocks. See **page 17**.
- ✓ **Ron Jones**, website creator and avid RVer. He begins his series on fulltiming. See **page 19**.
- ✓ **Jim Morgan**, RV blogger, test engineer and fulltimer. Jim successfully did the work and now reports on how he did it (with photos!) when he repaired his fogged dual-pane windows. See **page 15**.

Returning contributor **Bob Cook** provides another excellent in-depth article to help us save money when we keep in touch, how to extend our WiFi range, and shares tips to ensure safe computing. See **page 11**.

Another returning contributor, **Mark Polk**, provides his seven top motor home owner maintenance mishaps. See **page 20**.

### More articles to check out



#### Discover Your Discovery

The 2011 southeast region rally has a master – **Marshall Godwin** – and he shares the details about *Discover Your Discovery* with us. It'll be held at Lazydays, Seffner, Fla. See **page 4** for Marshall's article, and see **page 23** for registration form.

**Toni Calzone** is back with more good things for DOAI members, along with a repeat from the last issue on how you can get the informative material from *Camp Discovery*. Don't miss Toni's report on **page 14**.

**John Baker** announces the location and dates for the 2011 national rally, to be held in Shawnee, Okla. See **page 4**. More details and the registration form will be included in the January 2011 issue.

Don't miss the news you can use article about lots of freebies and a cautionary segment on the Move Over law. All this is found on **page 13**.

Committee, region and chapter reports, helpful contacts, interesting ads, upcoming rallies ... it's all here for you. Happy fall, y'all! ❖

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## Attention, members of our electronic newsletter group!

In the hard-copy version of this issue, DOAI members will read a plea from your editor to “go green” – to sign up for the electronic copy (which you are reading now), and to opt out of receiving the hard copy. However, because you have already opted out, here are some more photos that couldn’t be included in the print version – photos from the Midwest Discoverers chapter rally in Erie, Pa. ❖



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If you wish to access the full-color newsletter electronically instead of receiving a hard copy, contact the editor for details.

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President  
Marshall Godwin

## President's message

Fellow DOAI members: Today **Becky** and I toured the Fleetwood RV factory in Decatur, Ind.

The last time I was here, production was at a standstill; only a few workers could be found in the dimly lit facility; Fleetwood was in bankruptcy. What a change! Today both production lines are in full operation working on 2011 models. There is an air of confidence and optimism throughout the facility. It's good to see Fleetwood RV, and more specifically, Discovery motor homes, enjoying a very successful past year with the promise of many successful years to come.

What keeps Fleetwood RV in business is folks like us buying their products. What keeps DOAI going is volunteers willing to serve this great organization.

If you appreciate the value of DOAI membership, including: the *Discovery Express* newsletter, full access to the [www.discoveryowners.com](http://www.discoveryowners.com) website, e-group membership, the opportunity to attend chapter and major rallies, and the opportunity to share the RV experience with a great group of other Discovery owners, then please consider volunteering to serve in some capacity.

We need volunteers at every level of DOAI.

At the chapter level there are vacant officer positions because no one is willing to sacrifice a few hours a month to handle chapter business.

We also have two regional vice president slots open.

If you want to serve in a chapter capacity, contact your chapter president (see the list on **page 10**). If you want to serve at the national level, let me know. It is the time to give something back to this wonderful owners association.

Speaking of those who serve, this year we lost a true gentleman who dedicated many years to DOAI. He truly loved the organization and his many Discovery friends.

**Tom Fields** was a gentle and honorable man who was a guiding force in DOAI. His passing is a loss for all of us, whether you knew him or not.



What's your RV dream trip? Since getting our Discovery in December 2002, my dream trip was Alaska. We did that last year. Now I'm thinking the Canadian Maritimes. The point? Turn your dream into a plan, then execute. You will be glad you did.

I hope to see you soon. Take care and God bless! ❖



## Bulletin board garners Gorman's raves

While I am sure the benefits of membership vary by member, I find the DOAI bulletin board resource invaluable. Member experts have helped me greatly over the years. I highly recommend it to all Discovery owners I meet.

Plagued by a nagging alarm that Freightliner was unable to resolve, I went to the bulletin board and posted my problem. I received a reply, telling me the problem was a failed relay. I was given the part number, cost, location on the coach, and the time it should take Freightliner to replace. I simply sent the detailed email to Freightliner; they ordered and replaced the failed relay, and the cost was **exactly** as stated by the DOAI expert! That is actionable information. Thank you!

*Submitted by Dave Gorman*

## Southeast region rally information

It may be a little too hot where you are right now to think about Florida; but come January, you will appreciate time in the Sunshine State. If the balmy weather is not sufficient incentive, we've got just the excuse you need: the 2011 southeast region rally. The dates are: arrive Sunday, January 30 and depart Friday, February 4. The rally will be held at Lazydays RV Campground in Seffner, Fla.



### Discover Your Discovery

Our rally theme this year is *Discover Your Discovery*. The purpose is to share technical and RV lifestyle information with other Discovery owners through seminars conducted by DOAI members, manufacturers, and Lazydays training personnel. Seminars will cover most of the systems and equipment on our motor homes.

A real strength of our association is the corporate knowledge of our members. Collectively, we know how our coaches work. This is your chance to gain detailed knowledge through seminars and round table discussions. Whether you are a first-time rally attendee or a seasoned Discovery owner, there is something for you at the southeast rally.

It's not all business. If you aren't interested, you don't need to attend any seminars. Just come for the food and entertainment. In addition to the Lazydays-provided light breakfast and lunch, we will have catered meals Sunday, Tuesday and Thursday, with a band or DJ following each dinner.

Lazydays RV Campground has much to offer. Perhaps time in the heated pool or Jacuzzi appeals to you. It is

always fun to wander through the many new RVs at Lazydays. This might be your first opportunity to see the new 42A and 42C tag axle Discoverys.

Lazydays also offers a very good free RV driving course that includes classroom training and a brief behind-the-wheel driving experience. Reservations are required. The class is normally filled, so call early to get a slot. Contact **Barney Alexander** at 866.703.3076, ext 4389.

The registration form is on **page 23**. It is also posted on the DOAI website at [www.discoveryowners.com](http://www.discoveryowners.com). Get your registration in early. All those whose registration is received by **December 1, 2010**, will be eligible for a drawing to win a \$100 fuel card.

Since we are at the bottom of the article, let me give you of the bottom line: For a coach with two people, you get all this for just \$280.31. That's real value. If you learn something from a seminar that prevents one trip to the repair shop, the rally has paid for itself.

Let's go *Discover Your Discovery!* ❖



Executive vice president  
John Baker

## 2011 national rally site and dates set

Wow! If you are like me, your rig isn't washed and re-fueled after returning to home base from the 2010 national rally at Sevierville, Tenn. The southeast region folks put on a super rally as they always do, and what a venue! River Plantation RV Resort is one of the nicest in the country. Of course, good friends, good food and good fun are always a winning combination. To have all

those things at such a great venue was extra special.

About midway in most of their football seasons, the Texas A&M Aggies adopt a saying: "Wait 'til next year." Well, the south central region folks couldn't wait; we have already been busy planning for next year. The 2011 national rally is in our sights and plans for it are moving along swiftly.

One of the venue selection goals was to get as close as possible to the geographic center of the lower 48, yet stay within our region. For you trivia

buffs, that geographic center is in the middle of a hog farm just north of Lebanon, Kan. Less than a day's drive from it is the Heart of Oklahoma Expo Center, Shawnee, Okla. That is where we will expect you to be October 17-22, 2011. Go to their website, [www.shawneeexpo.org](http://www.shawneeexpo.org), to see this great facility. Since Shawnee is also only a short day's drive from Branson, Mo., you might want to include Branson as part of your trip.

We are looking forward to a great time at Shawnee. Vendors are being enlisted; tours, golf outings, entertainment and seminars are being planned; and did I mention food? We are planning a packed week including six nights of full hookups plus plenty of food and fun for around \$300 per rig. Save the dates on your calendar. Check the DOAI website and tune in here in the next issue of *Discovery Express* for more information. ❖



## DOAI chapters send news



Chapter president  
Jerald Call

### Midwest Discoverers

Hello from northeast Indiana! We had a great rally at Erie, Pa. **Virgil and Donna Diver** were the hosts again and, as always, they did a great job. We had a dinner cruise on Lake Erie, golf, shopping, and a dinner at the local golf course. We added three new chapter members at this rally.

All Nor'easters chapter members are welcome to join Midwest Discoverers, We do have some who have already joined us.

As you read this, we will have had a rally in Brown County/Nashville, Ind., with a visit to Camp Atterbury, Cummins engine plant and a visit to a sock factory. **Ron and**



Midwest Discoverers lined up and were shot at their June rally!

**Cindy Merkt** did an outstanding job setting up the rally and we all thank them. Our spring rally will be in Long Island, N.Y. We are looking forward to this rally.

I thank the Midwest Discoverers for allowing me to be their president. ❖



Chapter president  
John Ricciardi

### Mason-Dixon Discoverys

This was a busy summer and early fall for the Mason-Dixons. We held a chapter rally in Boone, N.C., assisted at the DOAI national rally in Sevierville, Tenn., members traveling on their own cross country to Alaska, the northeast and almost everywhere else in this great country. Isn't it great to be able to travel in your Discovery!

Now that the summer is over, the planning has started for the next DOAI southeast region rally which will be held at

Lazydays in Seffner, Fla. **Marshall Godwin** will be the rally master and he is already planning another great rally. This will not be another *Camp Discovery*, but you can rest assured that Marshall will have a very informative rally. See Marshall's report on page 4. I hope to see you at Lazydays! ❖



Chapter president  
Ted Misenheimer

### Dixie Travelers

We hope everyone had a great summer. Even though the heat in most states was very difficult to deal with. **Kenneth and Alice Stanley** and **Manuel and Jean Salter** are on their way back south after a two-month trip out west. **Ted and Peggy Misenheimer** took two trips to Florida and three trips to the north Georgia mountains.

Our prayers and concerns go out to **Robert Johnson** in Tennessee to make a speedy recovery from a serious heart problem.

Our next rally will be held November 4-7 at Island Retreat RV park, Gulf Shores, Ala. The Stanleys and Salters will be the hosts. We are looking forward to having a fun time in Gulf Shores. ❖

*Submitted by Peggy Misenheimer*



Chapter president  
Jay Keneson

### Texas Disco Road Runners

The Road Runners send greetings from hot, hot Texas! This is not news, but this year, records are being set for hot and dry.

We have had not recent rallies to report on, since many of our members travel to cooler places this time of year.

Some of our members are planning to be in Tennessee in September for the national rally. Most of our group are enjoying good health. **Mas Konatsu** is recovering from early

August neck surgery under the skilled care of his RN wife, **Betty**.

We always have four to five rallies each year and invite anyone in the area to join us. Our next rally is October 27-31 at Whispering Pines RV park in Tyler, Tex., including much shopping at Canton's huge flea market and a Halloween party.

Hope to see all of you sometime, somewhere down the road. ❖



Chapter president  
Frank Cason

### Blue Ridge Discoverys

The state of the Blue Ridge Discoverys is strong. We, like other chapters, need more member participation

The June rally at Lakeview RV park in Bluff City, Tenn., was a great success. I have been told everyone who attended had a great time. For someone who has never golfed, **Glenn Camp** was our most outstanding and improved player. He was the outright winner of the distinguished BRD green jacket. Good

job, Glenn. Keep those clubs swinging.

In October we will do something different: we will have an 11-day rally in two different locations. The first portion of the rally will be in Marion, N.C., at Tom Johnson's RV Center, October 14-19. This portion of the rally is for those who require maintenance of their D.

*Continued on next page...*

## Chapters send news, continued

The second leg of the rally will be in Dillard, Ga., October 19-24. Election of new officers will take place at this rally.

The national rally is over, and I thank everyone who played a part in making this another great event. Thank you, thank you, thank you! Members of the Blue Ridge and Mason-Dixon chapters: **you are the greatest!**

For chapter members to really get to know other members and to enjoy DOAI and their chapter membership, they must attend the chapter rallies. A great time is had at each rally by all.

Thanks for all the support I have received from the chapter officers and members. Let's continue to improve our chapter and have fun. See you at the next rally. ❖



Chapter president  
Claire Weber

## Discovery Texans

The Discovery Texans have been on the road again for the summer. Our members have covered the U.S. in our motor homes (excluding Hawaii!). Many will be getting together again at the national rally in Tennessee, so mark your calendars.

Our next chapter rally will be November 10-13 (Wednesday through Saturday, then departing on Sunday) at Staway Ranch RV park, northeast of Athens, Tex. If you are in the area and would like to join us, please call our secretary, **Shirleen Smith**, at 210.219.2800. Have a great fall. ❖

## Checking in with the regions



Southeast region vice president  
John Ricciardi

### Southeast region

The national rally is now behind us, and I thank Rally Master **Frank Cason**, the Blue Ridge Discoverys and the Mason-Dixon Discoverys for all their hard work putting this together.

Now it is time for the Mason-Dixons to prepare for the southeast region rally at Lazydays, Seffner, Fla., January 31-February 5, 2011. **Marshall Godwin** will be rally master and he is already working hard for this rally. Look for his report on page 4.

The southeast region rally will once again follow on the heels of the Fleetwood Motorhome Association rally at Lazydays. The timing for our rally was deliberately chosen so that DOAI members can take advantage of the Fleetwood support at the FMA rally and, if they choose to attend that rally, they won't have to move their D.

All of the southeast chapters have held chapter rallies this summer and our members have been enjoying the camaraderie and friendships. There are more chapter rallies planned for the rest of this year, so if you are in the area, stop by and say "Hi." ❖



South central region vice president  
Joe Stewart

### South central region

Hi again to all of you DOAI folks! **Justine** and I are currently en route to Texas. We had a short visit with **Bob and Nina Soltwedel** in Boulder, Colo., and another short visit with daughter and her family at NRA's Whittington Center in Raton, N.M. As of this writing (August 9), we are at the Air Force Academy's Famcamp in Colorado Springs so that I can attend an air force reunion.

During our travels so far, I've met two D owners; one was **Paul Lambert**, who is a DOAI member, and the other was **Jim Jones**, who is a fairly new D owner who had not heard of DOAI, but seemed interested.

Justine is doing better; however, she will see her doctor as

soon as we get home.

Now to DOAI news!

As most of you are aware, our region has agreed to move our hosting of the national rally from 2012 to next year. Some of our region members, led by

**John and Felesa Baker, Pete and Martha Palasota**, along

with Justine and I, immediately began checking out possible sites and other aspects for the rally. We visited several sites in Arkansas, and researched others in Oklahoma, Louisiana and Texas. The decision has been made: as you see from John's announcement elsewhere in this issue, the 2011 national rally will be in Shawnee, Okla.

I greatly appreciate the efforts John, Pete and the others have put into the site selection and getting ready for the rally. Thank you, everyone!

According to what I've been hearing, the south central chapters have had several rallies that were enjoyed by all who attended. If you are going to be traveling through the south central region, check the rally schedule in this newsletter. If there's a rally scheduled near your travels, you are invited to attend. Simply contact the chapter president or me and let us know. ❖



Oklahoma scenic byway



Southwest region vice president  
John Bujnovsky

### Southwest region

As of this writing (August 5), **Shirley** and I are sitting in Juneau, Alaska, and will be here for a week. I just e-mailed **Marshall** that we won't be able to make the national rally because we won't be back in the lower 48 until the first or second week in September.

I don't have much to report for the region or the chapters, since we've been gone from Las Vegas, Nev., since May 24.

A Desert Rats rally had been scheduled for Chula Vista, Calif., in July, but unfortunately, only one coach attended. The chapter's next

*Continued on next page...*

## Checking in with the regions, continued

rally is in October, with another one in November. I haven't been in touch with the Arizona chapter since we left, so nothing on that group as well.

We really hate to miss Tennessee because **Frank and Isabel** are good friends, and we have so enjoyed all the national rallies, but we just can't make this one. ❖



Northwest region vice president  
Bob Williams

### Northwest region

Greetings from the northwest! We have had a very busy summer attending local motor home rallies, family outings and keeping up with two houses. We attended the FMCA rally in Redmond, Ore., and had a great time. We were able to stop by the booth of one of our advertisers.

The first president of Northwest Adventurers chapter, **Jerry Woods**, died August 16 after battling ALS for several years. Jerry was instrumental in the success

of the 2003 national rally in Kennewick, Wash. Our thoughts and prayers are with his wife, **Fran**, and their family.

By the time this newsletter is published, we will have just attended the DOAI national rally in Sevierville, Tenn. Fall is here and time to get ready for winter activities. Travel safely. ❖

## Do diesel generators need exercising like gasoline generators?

Yes, regular exercise helps lubricate the seals and engine components and keeps carbon from building up. Regular exercise also heats up the generator windings and removes or expels excess moisture. In sets equipped with brushes, exercising helps prevent corrosion build up on the slip rings.

*Courtesy of Onan Generators*

## Keeping DOAI members in our thoughts and prayers

Over the past months, members of our DOAI family have been hospitalized, have faced or are facing serious health issues, or have had a death in the family.

Please say special prayers for **Carol Sturm** upon the death of her father, and for **Fran Woods** upon the death of her husband, **Jerry**. Also include get-well prayers for **Mas Konatsu, Dorothy and Phil Yovino, Leon and Elsie Sikes, Jackie Quinn, Dick and Brenda Snyder, Robert Johnson, Jay Keneson, and Ken and Phyllis Vandiver**.

Please remember to send an email to the newsletter editor at [doaexpress@discoveryowners.com](mailto:doaexpress@discoveryowners.com) when you learn of any member needing a care or sympathy card. ❖



## Feeding the RVer

With the advent of fall and chilly nights, soup becomes popular once again as a main dish for the evening meal. **Betty Bailey** shares her delicious taco soup recipe. She likes to serve it with broken tortilla chips and a dab of sour cream on top, with hot-from-the-oven cornbread on the side. You'll want seconds!

Do you have a favorite recipe you'd be willing to share with the club? Your editor would like to hear from you. Email her at [doaexpress@discoveryowners.com](mailto:doaexpress@discoveryowners.com).

### Taco Soup

- 1 lb. hamburger (beef or turkey)
- 1 onion, chopped
- 2-3 garlic cloves, chopped
- 2 packages dry taco seasoning
- 1 - 15 oz. can tomato sauce
- 1 cup water

- 2 - 16 oz. cans beans with liquid  
(1 of chili beans, 1 of black beans)
- Salt and pepper to taste

Brown meat, then add onion and garlic. Cook until onion and garlic are soft. Add taco seasoning, stir, then add tomato sauce and water. Cook for 30 to 60 minutes. Add beans with liquid and seasonings; stir, heat until hot. Serves 4-6. ❖





**Membership  
director  
Portia Williams**

## Welcome, new members!

Please extend the hand of welcome to these new members. We look forward to meeting them face to face at upcoming rallies.

David Ahern/Nadine VanBuskirk, Schenectady NY  
Thomas/Carrie Andrews, Beaver Creek OH  
Mike Armijo, Albuquerque NM  
Bruce/Janet Baxter, North Port FL  
Larry/Jan Beck, Winsted CT

Max/Tina Beidler, Buchanan TN  
George/Nancy Bender, Panama City Beach FL  
Joseph/Judy Besnard, New Port Richey FL  
James Bogg, Boot, Holmrook Cumbria UK  
Robert/Joan Borkowski, Indianapolis IN  
David/Stephanie Britsch, Bluffdale UT  
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William/Constance Crawford, Linden MI  
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Richard/Ginger Davies, Pineville LA  
Thomas/Mayola Dean, Pana IL  
Dolly Dryden, Harden TX  
Allen/Jacqui Duke, Tomball TX  
Richard/Joan Dumont, New Port Richey FL  
Allen/Cheryl Edgar, Flagstaff AZ  
Michael/Beate Edwards, Rapid City MI  
Chris/Kristine Ellis, Guelph ON  
Robert/Vicky Ferris, Linn MO  
David/Jean Forinash, Elizabethton TN  
Bruce/Marie Frank, St. Francisville LA  
David/Pat Goron, Middleville MI  
Michael/Marlene Henderson, Arlington TX  
Donald Hepler, Fayetteville TN  
Palmer/Kay Hewlett, Glen Carbon IL  
F Leroy Higgins, Winter Haven FL  
Les/Faye Holloway, Braselton GA



Randy/Linda Hutcheson, Riverview FL  
Tim/Shawn Jeror, Jacksonville FL  
Butch/Liz Jones, Powhatan VA  
Harry/Catherine Jorgensen, Ponte Vedra Beach FL  
Tom/Karen Katsuyama, Tampa FL  
Ricky/Debbie Keen, Roland AR  
Chester/Terri Kreitzer, Front Royal VA  
Al/Linda Largent, Georgetown TX  
Harry Latourette, Milton FL  
Gregory Leland, Portsmouth RI  
Paul Long, Austin TX  
Thomas/Georgia Lynch, Murfreesboro TN  
Terry/Jeanette Matthews, Shelton WA  
Greg/Sandra McAllister, Ardrossan AB  
John/Heather McLenaghan, Perth ONT  
Greg/Kristine Michaels, Laguna Beach CA  
Patrick/Tara Mickelson, Woodbourne NY  
Keith/Shirley Moore, Rural Valley PA  
Grant/Carol Newbury, Birdsboro PA  
Gary/Maureen Norris, Augusta ME  
Willard Pearson/Kathy Gallaher, Anchorage AK  
Paul/Kelley Petit, Poway CA  
Fred/Cathy Pickert, Colon MI  
William/Patricia Prough, Cushing OK  
Mark/Jorie Salomon, Odessa FL  
Alfred/Denise Sanderson, Ramona CA  
Vernon/Cindy Schultz, Downers Grove IL  
Jack/Kathy Siart, Huntington Beach CA  
Wayne/DeeAnn Simpson, Glendale AZ  
Gary/Carol Smith, Dresden TN  
Ron/Alice Smith, Carrollton TX  
Dennis Sprando, Milwaukie OR  
Charles/Linda Stagg, Alvin TX  
Salvatore/Merril Tese, Mooresville NC  
Gene/Donna Thornburg, Helena MT  
William/Chelia Thorpe, Gorham ME  
Bob/Lavon Vermillion, Grovespring MO  
Rolf/Terri Wallin, Fayetteville NC  
Fred/Sue Warden, Cookeville TN  
Mike/AJ Welch, Yakima WA  
Steve Wenrick, San Antonio TX  
Earl Williams, Cortez FL  
Jerry/Linda Woll, Poway CA  
Terry Woodland/Mark Lovelace, Savage MN  
Paul/Lynda Yeany, Lake City FL



**National rally  
master  
Dick Snyder**

## Our national rally master sez...

This summer has been one of those stay home times. We did attend the FMA rally in Du Quoin, Ill. A lot of our DOAI members were there. I know a couple of our members bought new motorhomes. Seems like the people were ready to deal and the dealers were, too.

I think we can all remember this summer as one of the hottest, at least for us folks in Indiana. It has just been relentless. It's nothing to have continuous 100-degree days. Thank goodness for our air conditioners. I like the fall the best without the extreme

temperatures and it's easier driving the motor home in the cool weather.

Brenda and I are looking forward to the future rallies. Of course, the southeast region rally in Seffner, Fla., is always a good one, but how about the national in Shawnee, Okla., next October. The south central folks have already done a lot of planning, so we sure don't want to miss that one.

Think ahead for 2012. We should have these dates and places scheduled ahead of time. The national rally for 2012 will be held in the southwest region.

Safe driving as always and hope our paths cross somewhere in this great USA.





## Rally opportunities

Jump in – meet new friends and see new places via the chapter lifestyle. Other Discovery owners are waiting to welcome you!

### October 2010 –

- 14-17 Desert Rats, Paso Robles, Calif.
- 14-19 Blue Ridge Discoverys, Marion, N.C.
- 19-24 Blue Ridge Discoverys, Dillard, Ga.
- 27-11/1 Texas Disco Road Runners, Tyler, Tex.

### November 2010 –

- 4-10 Dixie Travelers, Gulf Shores, Ala.
- 11-13 Discovery Texans, Hempstead, Tex.
- 11-14 Desert Rats, Temecula, Calif.

### January 2011 –

- 20-22 Discovery Texans, Victoria, Tex.
- 30-2/3 Southeast region rally, Seffner, Fla.

### March 2011 –

- 17-19 Discovery Texans, New Braunfels, Tex.

### May 2011 –

- 19-21 Discovery Texans, Lakehills, Tex.

### October 2011 –

- 17-22 DOAI national rally, Shawnee, Okla.
- 27-11/1 Texas Disco Road Runners, Tyler, Tex.

### November 2011 –

- 10-12 Discovery Texans, Tyler, Tex.

### Looking down the road –

- 2012 DOAI national rally, Southwest region
- 2013 DOAI national rally, Southeast region
- 2014 DOAI national rally, Northwest region
- 2015 DOAI national rally, North central region
- 2016 DOAI national rally, Northeast region

**Green Creek** 2908 Northfork Highway • Cody, Wyoming 82414 greencreekinn@gmail.com  
 Call for RESERVATIONS **1-877-587-5004**  
**Inn & RV Park** Jeff and Carolyn Rogowsky, Owners

## Helpful contacts for Discovery owners

Allison Transmission, GM Corp. ....	800.252.5283	Fantastic Vent .....	800.521.0298
Atwood Mobile Products .....	574.264.2131	Fleetwood RV, Inc., Decatur, Ind. ....	800.322.8216
Camping/travel/rest areas/reviews/tips/etc. websites:		Freightliner Custom Chassis Corp .....	800.385.4357
.....	<a href="http://www.aboutrving.com">www.aboutrving.com</a>	General Electric .....	<a href="http://www.geappliances.com/geac/">www.geappliances.com/geac/</a>
.....	<a href="http://www.accesscamping.com">www.accesscamping.com</a>	Goodyear Tire & Rubber .....	800.321.2136
.....	<a href="http://www.campingroadtrip.com">www.campingroadtrip.com</a>	Intellitec .....	800.251.2408
.....	<a href="http://www.findapark.mobi">www.findapark.mobi</a>	Kidde Safety products .....	800.880.6788
.....	<a href="http://www.interstaterestareas.com">www.interstaterestareas.com</a>	Kwikee products .....	800.736.9961
.....	<a href="http://www.roadnotes.com">www.roadnotes.com</a>	Magnadyne .....	800.638.3600
.....	<a href="http://www.rvdumps.com/dumpstations">www.rvdumps.com/dumpstations</a>	MCD Innovations .....	<a href="http://www.mcdinnovations.com">www.mcdinnovations.com</a>
.....	<a href="http://www.rvingwithdogs.com/">www.rvingwithdogs.com/</a>	Michelin North America .....	800.847.3435
.....	<a href="http://www.rvparking.com">www.rvparking.com</a>	Norcold, Inc. ....	800.543.1219
Caterpillar RV engine support .....	877.777.3126	Onan .....	800.888.6626
Carefree of Colorado .....	800.621.2617	Power Gear .....	800.334.4712
Carriage Carpets (Shaw Flooring) .....	877.706.3054	Riverpark .....	800.442.7717
CCI Controls .....	800.521.5228	RVP (Coleman) .....	316.832.4357
Cummins, Inc. ....	800.343.7357	RVP (Suburban) .....	423.775.2131
Denso (call Fleetwood) .....	800.322.8216	RV technical help .....	<a href="http://www.rvtechtips.com">www.rvtechtips.com</a>
Discovery parts:		Spartan Chassis, Inc. ....	517.543.6400
Sullivan RV Sales & Service (Ind.) .....	800.720.0484	Splendide .....	800.356.0766
Walt's RV Supplies (Calif.) .....	909.823.0563	Theftord Corp. ....	800.521.3032
DOAI badges:		Trojan Battery Co. ....	<a href="http://www.trojanbattery.com">www.trojanbattery.com</a>
Badges "R" Us .....	877.231.1682	Velvac .....	800.783.8871
The Sign Man .....	407.365.3722	Winegard .....	800.288.8094
Dometic Corp. ....	800.544.4881	Xantrex Technology .....	800.670.0707

**Additions to this list are welcomed!**

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*Position is vacant*

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Webmaster  
Bob Cook

## Let's talk about phones, WiFi, and keeping up to date

### Keeping in touch for less \$\$\$

Here are some ideas for keeping in contact and minimizing your phone costs. These tips are pertinent for both RVers and their families.

Most people have a PC that is also connected to broadband, either at home via cable or DSL, or in the RV via a cellular air card or WiFi at an RV park. With increased popularity of smart cell phones – ones that are able to run programs just like your PC – there are some great opportunities for easily and inexpensively keeping in touch with friends and family.



### Instant messaging (IM) clients

Instant messaging is the computer equivalent to text messaging on cell phones, except you also have the option of talking instead of typing or even using your webcam for video chat. You can sign up for free IM services at Yahoo, Microsoft, AOL, and others. The upside is that they are all free and offer excellent voice/video quality along with file transfer capability. The downside is that you must be at your computer to send and receive messages. Also, you must be using the same IM service unless you use a client that can connect and monitor several IM services at once, such as Trillian or Miranda IM.

### Skype™

Skype has all the features of an IM client, plus it can add the ability to call landline and cell phones (SkypeOut service) and also the ability to receive calls from landline and cell phones (SkypeIn Service). SkypeIn and SkypeOut are additional features available for a small cost. Although your computer must be on for Skype to work, you can purchase cordless handsets that will free you from sitting in front of the computer to make and receive calls. Note, however, that Skype cannot be used with emergency location services such as 911.

### Voice over Internet protocol (VOIP)

You have probably seen the TV ads for Vonage, offering free calling anywhere in the US and Canada and inexpensive calling to other countries. Although Vonage was one of the first VOIP providers, there are many competitors. They all offer unlimited calling and many advanced features that your local phone company does not even offer. When you subscribe to a VOIP provider, you get a small adapter that connects via Ethernet to your router and you plug your phone into the adapter. Monthly service is usually less than \$20.

However, my favorite VOIP provider is magicJack because it is only \$20 for an entire year of unlimited calling. magicJack is a small device about the size of a thumb drive that plugs into a USB port on your computer and your corded or cordless phone plugs into the other end of magicJack. The downside with magicJack is that your computer must be on all the time to make or receive calls, but the upside is that it does not require an Ethernet connection. This is important if you will be using WiFi for your Internet connection as the other

VOIP adapters will not work with WiFi. Also, if you are at a campground that has WiFi, you can use your magicJack with your computer to make calls – very handy to save cell minutes or in areas where you don't have cell service.

VOIP has great possibilities for saving money away from home. Take your VOIP adapter with you when you travel and wherever you are, you can make and receive calls just like you are at home as long as you have a broadband Internet connection. Do you have a relative living or studying abroad or in another state? If they have a broadband Internet connection, give them a magicJack with a local number for you and you can call them free wherever they are.

### Google™ Voice

Google Voice (GV) is a free service owned by Google. When you sign up with GV, you choose a free number any place in the US and then you can direct GV to ring all your phones when someone calls your GV number. There are a couple of ways that GV can save you money. Choose your GV number in a city where your children are and they can call you for free. If you have a cell phone with a plan that gives you free calling to five or so of your best friends, such as T-Mobile, make your GV number one of these numbers and then configure GV to forward your GV number to T-Mobile as the calling number. Add your GV number to your free favorite list and tell everyone to call you on your GV number. Guess what! All incoming calls to your cell phone via GV are now free! (I haven't had a landline phone in four years; I use magicJack and ViaTalk VOIP providers.)

### Extending your WiFi

For many RVers, having access to the Internet while we travel is essential. Many people use an air card or MiFi, but this does not work everywhere and at times can be very slow. Also, your carrier may have monthly usage limits and may also severely restrict or prohibit usage while roaming.

Many campgrounds and businesses offer free WiFi. The problem is that oftentimes the signal is too weak or you can't pick it up at all. The reason for this is twofold. First, the WiFi antenna in your laptop is usually along one side of the screen – hardly a good place for an antenna – and it is also a basic, low-performance antenna. Second, the WiFi adapter in most notebooks is also a low-performance model, typically only capable of less than 50 milliwatts (0.050 watts) transmit power.

To increase your WiFi range, you will need to have a better antenna and also a more powerful WiFi transmitter.

There are numerous commercial alternatives available, most of which are rather expensive (\$250 and up). If you go this route, look for one with a transmitter that is capable of at least 700 mw (0.7 watts) and one that also has a user-replaceable antenna. For best results, you will want a directional (Yagi) antenna, but this will require that you mount

*Continued on next page...*

## Let's talk, continued

the unit in such a way that you can rotate the antenna as you search for WiFi hotspots. (For a little less performance, opt instead for a high-gain omnidirectional antenna.) Also, I recommend that you get one that is capable of 802.11b, 802.11g and 802.11n protocols (802.11n is the latest and offers the best range and speed). If you are willing to spend the money, I also recommend getting one that connects to your computer via Ethernet instead of USB. You will increase your bulk a bit since you will also need Power over Ethernet (PoE) adapters, but you will be able to connect to a WiFi router and be able to share your WiFi access with multiple computers, plus you won't be using a power-hungry USB port on your computer. A good choice is the Rogue Wave ([www.wavewifi.com/rogue-wave.html](http://www.wavewifi.com/rogue-wave.html)). If you want to save a bit of money and forgo the Ethernet connectivity, a good choice is The Wirie ([www.thewirie.com/](http://www.thewirie.com/)). The main advantage of both of these systems is that they are pre-packaged and weatherproof for marine applications.

However, you don't need to spend big bucks. You can easily configure your own system. And, you can get just the high-power WiFi card and USB extension cable now and get a better antenna later.

Your first purchase should be a high-power WiFi card as described above. You will also want to make sure that the WiFi card you purchase comes with drivers for your computer's operating system. Although it will come with a simple antenna, make sure that it has a connector to allow for the use of a better antenna, and buy a high-gain unidirectional or omnidirectional antenna. Next buy a USB extension cable (maximum 15 feet). All of this can be purchased for under \$100. (Note: special USB extension cables up to 75 feet long are available.)

Plug the WiFi extension cable into a USB port on your laptop and connect the WiFi card to the other end. Be sure to install the software for your new WiFi card and also turn off the internal WiFi on your laptop. Connect the antenna to the WiFi card, place the antenna as high as possible and you are ready to scan for open WiFi hotspots!

For best performance, you may want to place your new gizmo outside on your roof, but then you need to make sure everything is weatherproofed.

### What range can you expect?

There are many factors that affect range, but antenna height is probably the foremost. Although you will see ads touting ranges of seven to 20 miles, realistically you can expect up to two miles. However, even if you are in a campground with a marginal WiFi signal using your laptop, you will get much higher connection speeds using your new high-power WiFi system.

### Sharing your WiFi connection

Some people want to be able to have multiple computers connect to WiFi. If your new long-range WiFi system connects to your computer via USB, the easiest way to share your WiFi access is to enable Internet Connection Sharing on your computer that has the WiFi access. This is possible using XP, Vista, Windows, or Mac. Just do a Google search for

instructions. You will also need an Ethernet crossover cable, or regular ethernet cables with an Ethernet hub.

If your new WiFi system connects via Ethernet, then you can just use a standard WiFi router and connect your other computers wirelessly.

### Other considerations

Even if you don't intend to do this mod, if you use WiFi, you should read this section on WiFi security and privacy issues.

Most open WiFi systems you encounter will either be one run by a business and intended for use by their customers or a residential network. Note that in some jurisdictions, it is illegal to "borrow" residential WiFi. If you use a business WiFi, at least patronize and thank them.

Also, everything you send on an open network is sent "in the clear" for anyone to intercept (except SSL-encrypted websites, such as most financial websites). This could include your email login and password. Some email providers allow you to log in securely, but all your email is sent in the clear for anyone to see. I recommend that you use the free [www.hotspotshield.com](http://www.hotspotshield.com) service to securely encrypt all your WiFi sessions.

### Keeping your computer and software up to date

You probably know that you should keep your computer's operating system (OS) updated. Did you know that you need to keep your applications (programs) updated as well? One way the bad guys get malware on your computer is to exploit vulnerabilities in the computer code. Exploits in applications are an increasingly common infection vector. **Do not rely** on your Internet security program to protect you, because it won't! But how do you keep track of updates for all the programs installed on your computer?

Secunia is a well-respected security firm that has developed a free program – Secunia PSI – that monitors over 43 million programs for security updates. The latest update is May 27, 2010. PSI does not check for any malware on your system; its only purpose is to check your installed programs for security vulnerabilities.

After you install and run a scan, PSI collects the information on all installed software on your computer and then checks with Secunia's database to determine which programs need to be updated. When the scan is complete, you are presented with an alphabetic list of programs on your computer that need security updates. Clicking the "plus" sign next to a program name opens a solution toolbox where you can choose to download the update, ignore the program or remove the program. Note that the default setting of PSI only shows "easy-to-patch" programs. I recommend that you change this in the settings menu so that all programs needing patching are displayed. This will display all programs that present a security risk. For these programs, download and wizard icons in the solution toolbox are grayed out and not operative. However, you can still click on the online references or check the vendor's website for an update. *Continued on next page...*



## Let's talk, continued

This is a relatively simple program to use and it is invaluable for minimizing your vulnerabilities from modern malware threats that exploit program vulnerabilities. PSI is a lightweight program that will not bog down your system.

Scans are quick unless you have a lot of installed programs or hard drives.

PSI is free for personal use and is available at [http://secunia.com/vulnerability\\_scanning/personal/](http://secunia.com/vulnerability_scanning/personal/) ❖

## News you can use

Lots of free information and a word of warning!

DOAI members **Brian and Debra Schaeffer** have created a website to assist travelers in finding just the right (or nearest) campground/RV park. Access Camping site is loaded with lots of peripheral information on the camping experience, in addition to listing thousands of campgrounds across the U.S. and Canada. Check it out at [www.accesscamping.com](http://www.accesscamping.com). It's free.



Looking for a campground on the go? Before you leave home, download a free iPhone app for your cell phone to help you find a nearby RV park or campground. Read the details and get the app at [www.findapark.mobi](http://www.findapark.mobi).

Another camping website has come on the scene: [www.rvparking.com](http://www.rvparking.com). Thousands of parks in their database (many with reviews), and the site also has an iPhone app for a listing of over 18,000 parks. It's all free.



**ABOUT RVING** One of our new contributors, **Ron Jones**, has a website devoted to all things RVing. Find it at [www.aboutrving.com](http://www.aboutrving.com). His website recently debuted a free video about hand signals for backing an RV, with the intent to "help keep RVers safe and protect their RVs from damage while backing." The website also includes free quickie tips for RVing, 100+ how-to articles, and 100+ unique places to visit. Register with your email address and receive notices when website is updated.



Having problems with your Discovery? Not sure how to proceed? In addition to posting your question on the DOAI egroup, go to [www.rvtechtips.com](http://www.rvtechtips.com) for even more help. You will find lots of advice and tips about caring for motor homes for free. The tips are listed under categories such as windows, awnings, water systems, brakes, flooring, etc. Most of the articles have been written by **Russ and Tiña DeMaris**,

who are fulltimers. The archives are extensive and the information is practical. For example, here are links to three timely articles:

1. Prepare your furnace for winter duty: [www.rvtechtips.com/?p=145](http://www.rvtechtips.com/?p=145)
2. Steep grade ahead? Tips for driving your RV in mountainous country: [www.rvtechtips.com/?p=175](http://www.rvtechtips.com/?p=175)
3. Mixing LP add-ons lead to out-of-gas mystery: [www.rvtechtips.com/?p=257](http://www.rvtechtips.com/?p=257)

A word of warning to the wise ARVer: There's a new motorists law worth heeding.

If a patrol car is pulled over to the side of the road, you have to change to the next lane (away from the stopped vehicle) and slow down by 20 mph. Every state except Hawaii, Maryland, New York, and the District of Columbia has this law.



In California, the "Move Over Law" became operative January 1, 2010. As reported in Escapees magazine recently, a friend's son got a \$754 ticket for not moving over, plus three points on his license and a mandatory court appearance.

A police car was on the side of the road, and the patrolman was issuing a ticket. The young man slowed down to pass, but did not move into the far lane. A second, previously unseen police car immediately pulled him over and gave him a ticket. The young man had never heard of the law.

It is a fairly new law that states if any emergency vehicle is on the side of the road, if you are able, you are to move into the far lane. For full details, visit the National Safety Council's website at [www.moveoveramerica.com/](http://www.moveoveramerica.com/). ❖

## Bill's hints

Re water use while not hooked up: Wash your dishes in the smallest container practical. Using only as much detergent as needed minimizes rinsing. Do not rinse by using a running stream of water. Use a second container to rinse. This water can then be carried outside to irrigate trees or plants, if the park allows, saving your holding tank capacity. Always check with the RV park before discharging any gray water.

*Bill Bryant is a 40-year veteran RVer and author of two helpful books: "Motorhomes Made Easy" and "Trailers & Fifth Wheels Made Easy." Both books are available from the RV Bookstore at [www.rvbookstore.com](http://www.rvbookstore.com).*



Assistant  
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Toni Calzone

## DOAI member assistance

As a service to DOAI members, I have the following items for your consideration. These are presented to you at cost plus shipping, as a service to DOAI members only, based upon needs expressed on the DOAI egroup. If you have questions, contact me at [antonia.calzone@verizon.net](mailto:antonia.calzone@verizon.net), or call me at 240.422.9189.

### For Sale - screw cover around door

Are you tired of the moldy screw cover around the door? I have bought the cover in bulk. It sells for \$2.35 per foot to DOAI members only, plus shipping. I am taking orders for more than I have for as long as the vendor's stock holds. If you have the hinge cover on your unit, you will only need 11' 6". To find out what you need, measure the door left top and right side and then add 6 inches. For the whole door, you will need between 17' and 18'.

### Fee for use - TriMark® cylinder lock changing tool



Do you have the TriMark baggage door cylinder lock that needs changing or removing because you bought a replacement latch mechanism, or the cylinder failed, or you want to change your key system? Want to save money shipping it back to the vendor? I have the changing unit for DOAI member use only, but I cannot afford to let it out for free, and I am not able to sell them. I can ship it to you for postage both ways, plus a \$2 fee per lock (over four locks per person, \$10 for as many as you need to do). The honor system applies here. Locksmiths do not have this tool. If I am at a rally, it will be available so you can save yourself postage. I can now order the cylinder locks and replacement latch system with whatever key number from a vendor with whom I have teamed, as well as replacement TriMark latch systems. Replacement parts are ordered below normal retail for DOAI members only. If you prefer to order directly from the vendor and have him take care of changing out your cylinders, I can forward the information to you.

### A repeat offer from the July 2010 issue

If you were unable to attend the 2010 southeast region rally in Florida, and regretted that you would be unable to access the helpful information shared with the attendees, fear not – your worries are over!



I have many 2GB flash drives (with DOAI logo) on which I've loaded 500MB of information on Discovery coaches, along with extra copies of the handouts from Camp Discovery.

These items are available to DOAI members only at the small cost of \$30. This charge covers the cost of the flash drives, the printing of the hard copy material, and the postage to send it to you. You will need to supply a three-ring binder, but these can be easily found at places like Walmart, Office Depot, Target,

etc.

Additional blank 2GB flash drives (also with the DOAI logo) are available for \$10 each.

If you are interested in purchasing this extremely helpful and complete material, send an email to me at the address shown in the first paragraph of this article. I will send the form you need to sign and the specifics on how to make out the check and where to send it.

I am working on a summary folder of last minute Camp Discovery information. When that is complete, I will send an email to you, letting you know where it is posted online. Those who attended Camp Discovery will also get an email about the location of this extra information.

### Interior décor fabric

A recent post to the egroup inquired about obtaining extra fabric to match the dinette fabric. Unfortunately, finding that exact fabric is almost impossible. Once your model décor is changed, the factory no longer carries a supply. Your only recourse at that point is to find a place that may have any overage from the manufacturing process, or a place that carries fabric that may complement the décor.

This is the situation **Linda Bethane** faced when she wanted to have her dinette seats reupholstered (Fig 1). Linda shopped around at various fabric stores, and eventually found a fabric (Fig 2) that complements the Sedona décor (Fig 3). The thin stripe in the replacement fabric matches the rich rust of the original, and the light background matches the UltraLeather fabric on the sofa and chairs.

Here are several websites that may help you in your fabric search. It is important to remember, when choosing material for the interior of your Discovery, that it needs to be fire retardant.

- ✿ [www.rvfabric.com/](http://www.rvfabric.com/) – this may be a good site to request a brochure and get swatch samples
- ✿ [www.garysupholstery.com/index.html](http://www.garysupholstery.com/index.html)
- ✿ [www.rochfordsupply.com/](http://www.rochfordsupply.com/)

Any store selling marine fabric would be a good place to check, as well. ❖



Figure 1



Figure 2



Figure 3

## Repairs to double-paned windows



Jim Morgan

My double-paned windows, if they blow a seal (and I'm not talking about their personal lives), will accumulate moisture between the panes. Here's a photo showing how bad it can be (Fig 1).

Each window, other than the front windshield and the bedroom rear window, has two double-paned sections; one slides open and one is fixed. Then there is a bug screen. Every window of this type is double-paned and made with an aluminum channel covered with butyl rubber between to seal them. The frames are aluminum as well.

Occasionally, leaks can develop that allow outside air to infiltrate the window in the area between the panes. If it carries moisture, it can condense on a pane, usually the inside pane. That makes it difficult and sometimes impossible to see out of the window.

I had three window panels that had developed leaks, so I decided, after nearly three years of ignoring the problem, I needed to do something about it.



Fig 1

### I began the work

The first window I tackled was the small window right next to the door, sort of a training window for me. It measures about 30 inches wide and 25 inches tall. First, I removed all the screws from the inside frame. Then, with a little tugging, I removed the inner frame and the screen. Gently I pushed the window assembly outward. Since there was some silicone caulking along the right edge on the outside, the assembly didn't fall to the ground.

After it was loose, I went outside, cut the silicone and pulled it out of the frame. (I really could have used a helper, but there was no one around.)

Back inside the rig, I began by taking off the top rail of the window assembly. There were two screws on either end and one holding the center rail, first covered with butyl caulking and then a layer of duct tape. With those five screws removed, I peeled off the foam sealer from the top rail and a few inches down each side rail; then I draped it out of the way. This allowed me to remove the top rail and lift out the window section with the leak.

With the window removed, I cleaned up everything, but left any gobs of butyl to reuse. I also removed and cleaned the small plastic assemblies that have tiny plastic wheels in them which are designed to make the window 'roll' along the lower sill. These stopped rolling years ago and had worn down to a

flat spot that would slide along the plastic sill cover. Since the windows open and close easily, especially when sprayed with silicone lubricant, I left these alone after cleaning because why fix something that isn't broken?



Fig 2

Fig 2 shows one corner, two screws and tape removed, and foam seal positioned out of the way, draped over the front of the window. After this is accomplished, the top rail can be removed and then the sliding portion of the window assembly can be removed. Since the sliding section had the leak, I didn't have to deal with removing the fixed portion of the window assembly.

After cleaning, I drilled three 5/32-inch holes along the top rail, 6 inches apart, and centered between the panes. I chose to drill along the top rail and not the bottom rail because I did not want water to somehow be wicked up from the bottom channel if condensation got down into the bottom channel of the window assembly. I didn't drill into a side rail for a different but similar reason: The top of the window has an excellent waterproof cover and would tend to be warmer, so I felt it would have less condensation in and near that rail, so less chance of creating a new problem.

While I was working, I tried to come up with a method of resealing the holes after I had finished removing the moisture from between the panes. I could use silicone caulking to fill the holes, but I didn't know how the silicone and butyl rubber would react to each other. Additionally, I didn't know if this method would work the first time, so I needed to be able to easily open the holes again if it became necessary. I could use homemade soft rubber plugs, but those seemed difficult to

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## Double-paned window repairs, continued

fashion from what I had on hand. I could use sheet metal screws, but didn't think they would seal well enough. What I settled on was just using duct tape to cover the holes since it's waterproof, makes a good seal, stays in place, doesn't shrink, and won't react with butyl rubber. It seemed to be the easiest with which to deal, I could easily remove it, and it should last for years in the relatively protected site where I placed it.



Fig 3

Fig 3 shows the placement of the drilled holes. In drilling the holes, I worked carefully because I didn't want any drill tailings to fall between the glass plates. After drilling, I picked out or vacuumed any drilling debris I could find. It's not much of a worry with this type of window, because the butyl rubber sealer inside the window would stop things from dropping in there, but I wanted to be sure. I then used a sharp awl to pierce the butyl rubber. After that, I spent several minutes with each hole, using the awl or a drill bit to twist the soft, pliable butyl out of the hole. Fig 4 shows the awl poking down through the butyl seal.



Fig 4

The first window's butyl was soft and cooperative. On the second window, I found it to be stiffer, like it had lost some flexibility over the years. In any case, I was able to remove enough.

When I could see a little daylight through the holes, I began to heat the window with a heat gun. I used the 630° F setting because I was worried that if I used the 1,000° F setting, I might shatter the safety glass. I'm sure a standard hair dryer would work just as well.

I began heating the window at the bottom and slowly worked upward. Occasionally I would turn the frame around and heat the other glass. This slowly vaporized the water between the panes, and the three holes at the top allowed the moisture to escape.

After the air between the panes was warm enough that I could see the surface water vaporizing, I inserted an air pump (used to inflate tires) into the center hole, using a plastic tip that is usually provided with the pumps these days (generally

used to inflate vinyl beach toys). Fig 5 shows the equipment I used for this project.



Fig 5

The moving air forced the moisture to rapidly vaporize. I could see it disappearing from the inside surfaces of the glass. The pump gauge registered 25 PSI while it pumped, and I could feel a strong air flow out of the open holes on both sides of the center hole.

After about 15 minutes of heating and blowing, the moisture seemed to be completely gone. I shut down the pump and immediately covered two of the holes with small silicone crystal drying packs, like the type that come with a new watch or small electronic device. These would dry the air that could be sucked back between the panes as they cooled. I sealed the third hole with a piece of closed cell foam since I was out of the little silicone packs. Fig 6 shows the silicone packs in place.



Fig 6

After 30 minutes cooling time, I covered the holes with duct tape, and then reinstalled the window into the frame.

Then I moved on to the passenger window. Again, the sliding portion of the assembly had the leak with lots of moisture between the panes – so completely covered with moisture that only the front half of the window was usable.

I followed the same routine with this slightly larger window (40 inches wide). I removed the inside frame, used packing tape to hold the outside window assembly in the cutout, then removed the window and took it inside to work on it. I then drilled three holes along the top of the assembly.

With this window, I should have had more patience and heated it longer, because several hours after reinstalling, there seemed to be a re-accumulation of moisture between the panes.

*Continued on next page...*



## Double-paned window repairs, continued

I let the small amount of moisture between the panes go for the time being, since it was such a pleasure to have a passenger window where I could see more than 50 percent of the view; it was a 95 percent improvement. Fig 7 shows the passenger's seat window after treatment and reinstall. Compare this with Fig 1 and you can easily see the difference.

This improvement task was done three years ago. The smaller window is still clear; the larger window shows a small amount of condensation in the lower right section, but not enough to affect driving. I'll redo that window next spring.

### In conclusion

Some of the people on a forum I frequent have had noticeable water streaks between the panes, or a white powdery residue disfiguring the glass. I'm not seeing much of that with my windows. Now that I've

gotten rid of the moisture, the glass is fairly clear with just minor number of 'water spots' that are not all that visible and probably wouldn't be noticed unless one looked very closely.



Fig 7

I am happy with how well the windows were made. Sure, they developed leaks between the panes, but they are 13 years old and bounced around all the time on the road, as well. The holes cut into the wall by Fleetwood were also well done and well finished with two types of sealing. If the seal is good between the window frame and the side wall, there should not be much air infiltration into my rig.

I have heard from several people that either have or want to try this method. Most of them seem to be under the impression that the windows need to have a perfect seal.

For a dual paned window to fulfill its primary objective, all that's necessary is a **good** seal, not a perfect one. You want a dead air space between the panes, no air movement. But it does not have to be perfect for the window to do a good job. That's why I didn't try to seal the holes I'd drilled with anything other than duct tape. Sure, the tape ages and dries out, so I might need to replace it some day (I'm thinking five years), but that is a minor project. And the next time I do it, I'll use sticky-backed aluminum tape as suggested by a reader of my blog. Sounds like it'll do a good job.

If you try this method, let me know how it works for you. My email address is [hitek1st@gmail.com](mailto:hitek1st@gmail.com). ❖

*Jim Morgan is a test engineer and a retiree from a 14-year run as the owner of a computer and electronic design company. He is a fulltimer, presently camps in Alaska, and is a volunteer camp manager, where he will be for the next two winters, living in his Fleetwood Bounder. He has two grown children in Washington state. Jim's informative blog can be found at <http://chaos.goblinbox.com/>. Readers can find individual links to his in-depth repair articles on the right side 'Pages' panel, sub-heading 'RV Repair.'*



Mike Sokol

## No shock zone

### Understanding and preventing RV electric shocks, part one

What follows is the first in a series about basic electricity for RV users and how to protect yourself and your family from shocks and possible electrocution.

### Pre-electricity

I can remember teaching myself basic electricity when I was 12 years old. It seemed like such a mysterious force that could do most anything from run a fan, to shock you if you touched a wire. I wanted to know all about it. So, for two years I read every book I could find in the library, every *Popular Science* magazine I could get my hands on, and did electrical experiments in my bedroom. By the time I was 14 years old, I knew the basics of DC electricity and how it worked.

### RV safety

While RVs, as wired from the factory, are inherently safe, they can become silent-but-deadly killers if plugged into an improperly wired extension cord or campsite outlet. This is because an RV is basically a big cage of metal insulated from the ground by rubber tires. It's up to you, the RVer, to make sure the frame and body of your RV is never electrified due to

poor maintenance, bad connections, or reversed polarity in a power plug. This so called hot-skin problem is what causes a tingle when you touch the doorknob or metal steps of your RV while standing on the ground.

### Just the basics

There are some novel ways to think about and teach basic electricity to the casual RVer, enough so that you can learn how to test for and avoid shocks or potential electrocution at a campsite. There will be little or no math, no fancy schematic reading and certainly no memorization of formulas. It's my privilege to teach you basic electricity safety as long as you do one thing for me – let me know if the information is making sense and is helpful to you. After reading this article, head over to [noshockzone.org](http://noshockzone.org) and give us some feedback, good or bad. The failure of the student to learn is the failure of the teacher to teach, and I take my teaching job seriously. So feedback is encouraged.

### Why do we get shocked? (What is this volts thing?)

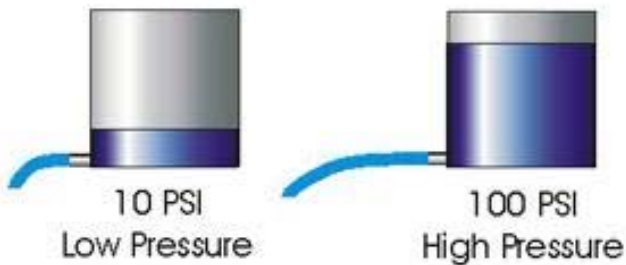
What's so hard to understand about electrical shocks in general is that they don't seem to happen for any obvious reason. For instance, you can watch a pigeon on a power line that's not

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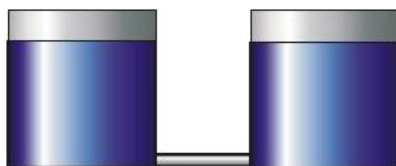
## No shock zone, continued

being shocked, yet sometimes touching a power tool yourself while standing on wet ground can bring you to your knees. Just why is that?

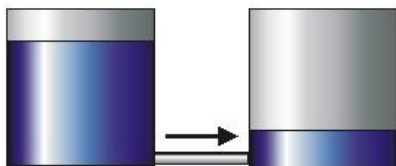
Well, the first thing to understand about electricity is the concept of **voltage**. Think of voltage as electrical pressure, just like the pressure in a tank of water. In a tank of water we measure pressure in something called PSI (pounds per square inch), which will, of course, increase if we get a deeper tank. While 10 PSI of water pressure from a short tank might give you a trickle of water when hooked up to a hose, 100 PSI of water pressure from a really tall tank gives you stream that will spray much further.



Water – and electricity – tries to flow to the side of least pressure. You can imagine that if a pipe is connected between two tanks with exactly the same water level and pressure (say, 100 PSI) there will be no flow of water through the hose. It just sits there and does nothing because the system is equalized. However, if you connect one tank with 100 PSI of water pressure to another tank with 10 PSI of water pressure, water will flow from the high tank to the low tank. We measure this water flow in gallons per minute.



Equal pressures produces no current flow



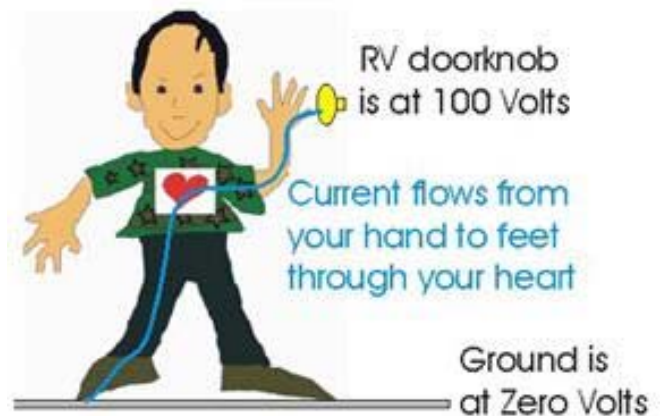
Different pressures produces current flow

### Under pressure

The same thing happens with electricity. You've often heard of "completing an electrical circuit," but think of it as different electrical pressures. Getting back to the pigeon on the power line, if both of the bird's feet are on the same wire, they're at exactly the same electrical pressure. Because they're at the same pressure, there's no electrical current flowing through the

bird. If, however, the pigeon is unlucky enough to touch one foot on a power line and a wing to the grounded metal power pole, then his one foot will be at 1,000 volts (think PSI of water pressure) and his wing at 0 volts (think an empty tank). This will cause a lot of current to flow through the bird, which we'll measure in amperes. And indeed 1,000 volts across a pigeon can cause a bird explosion.

Now, consider your RV. Sometimes you may feel a shock when you touch your hand on the doorknob, and sometimes not. What's happening is that there's an electrical voltage (think pressure) on the body of the RV, which is waiting for some different electrical voltage level to head toward. If your entire body is inside the RV, then like the pigeon, every part of you is at exactly the same voltage. And like the pigeon, there's no current flow and you feel no shock. However, if one of your feet is on the ground at essentially zero volts and your hand is on the door of your RV that is at 100 volts, you become the pipe and the different electrical pressure (volts) will push current (amps) through your hand, arm, chest cavity, torso, leg and foot. If your foot is on dry ground, there might be so little flow that you might not even feel it. But stand on the damp ground with a wet shoe, and you've made a zero voltage connection to the ground with your foot and a lot of current will flow through your body.



### Watch the heart

The dangerous part is when this electrical flow goes through your chest cavity, since right in the middle of you is your heart, and hearts don't like to be shocked. That's because the beat of your heart is controlled by electricity which comes from your own internal pacemaker. And just like a clock radio which can be scrambled by a nearby lighting strike, even a small amount of electrical current passing through your heart can cause it to start skipping beats and result in a heart attack. Just how little? Glad you asked.

I'm sure by now you've seen the 20-amp marking on a circuit breaker. That means it can supply 20 amps (amperes) of current flow when asked to do so. Again, you can think of it as gallons per minute of flow, and amps are indeed a count of electrons per second flowing through a wire (think pipe). Much more on that later, but it takes less than five **milliamps** of current to cause your heart to go into fibrillation mode. That's

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## No shock zone, continued

just 5/1000 of an amp or 0.005 amps of alternating current to cause what's essentially a heart attack. It takes just 30 volts of alternating current (AC) to stop your heart if your hands and feet are wet. On the strange but true side of the coin, while alternating current is what causes your heart to go into fibrillation and stop pumping blood, the rescue crew will use direct current (DC) of several hundred volts to reboot your heart and get it beating regularly again. That's what they're dumping through the paddles on your chest – direct current from big capacitors like you see charging on the TV dramas. "Clear!"

### Stay safe

The first rule of staying safe from electrocution is to keep your heart out of the current flow. You can see that getting shocked from hand to hand or hand to foot is about as bad as it can get. That means if you're connecting your RV plug to a campsite receptacle with one hand, the last thing you want to do is hold onto the metal box with your opposite hand or be kneeling on the wet ground. If you have two points of contact and something goes wrong (like you touch a bare wire), the current will flow to your opposite hand or feet, passing through your heart in the process. Always turn off the circuit breaker when plugging or unplugging your campsite power. Not doing so is to invite death by electrocution, and nobody wants that.

### Quick tips

- ▶ Use only one hand to plug or unplug any power cables.
- ▶ Turn off breakers in the pedestal before plugging or unplugging campsite power.
- ▶ Never stand or kneel on wet ground while making electrical hookups.
- ▶ If you feel a shock from the doorknob of your RV, do not get into your RV. Shut off the pedestal circuit breaker immediately and alert the campsite manager. ❖

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*In July 2010, [www.rvtravel.com](http://www.rvtravel.com) took a survey, asking this question: "Have you ever been shocked by your RV?" Twenty-one percent of the responders indicated this had happened to them. Thus this article. The rest Mike's words of wisdom will appear in the January 2011 issue of this newsletter. It will cover how to measure voltage at the campsite pedestal before plugging in. Future issues will feature articles by Mike on amperage and wattage. Stay tuned and stay safe.*

*Mike Sokol is the chief instructor for the HOW-TO Sound Workshops ([www.howtosound.com](http://www.howtosound.com)) and the HOW-TO Church Sound Workshops. He is also an electrical and professional sound expert with 40 years in the industry. Visit [www.noshockzone.org](http://www.noshockzone.org) for more electrical safety tips for both RVers and musicians. Contact him at [mike@noshockzone.org](mailto:mike@noshockzone.org).*



Ron Jones

## Ever think about fulltiming?

Have you ever thought about fulltiming – selling your house and just traveling – or maybe extended travel, that is, traveling several months each year but keeping the house? At our seminars nationwide, many newbies and wannabes told us they would love to try it but finding good current information about how to actually fulltime was difficult and often impossible. Sure, bits and pieces of information were scattered over the web, magazines, seminars, and from well-intentioned friends (with or without experience).

### An unplanned venture

We've been fulltiming for over seven years but did not plan this lifestyle – not at all. We retired and our plan was to sell our home of 16 years and move into a condo. With a condo, we would not have the maintenance, yard, and house stuff that costs and keeps us busy, plus we would get rid of the minutiae, schedule, and structure that constantly ties one down when living in a house. This wasn't a financial decision – we didn't have to sell – but a lifestyle change. This was seven years ago, so the economic situation was not a factor back then. All this was possible: we had a motor home, wanted to travel, were retired, and the new condo would be our home base. So, we put our house on the market.

It sold. The buyers wanted possession in three weeks, non-negotiable! We agreed, temporarily moved into our motor home, put it in a local campground, packed and stored the sentimental family stuff while shedding an occasional tear, and

turned our daughter and three grown grandkids loose on everything else ("Take anything from canned goods to furniture to pictures to tools!"). One two-day estate/yard/garage/junk sale, followed by Goodwill, and the dumpster solved everything else. Our house buyers took possession on time.

After three weeks of whirlwind packing/selling/moving, we were just worn out, physically and mentally drained. So, we rewarded ourselves with a motor home trip to Nashville, just to rest and before looking for that condo – after all, our lifestyle change plans included travel – so off we went. Eight years and two motor homes later, we are still on that first trip! It worked for us – we still haven't looked at a condo! We love this lifestyle.

### Living out of your vehicle

In our RV seminars, we are asked when we will stop fulltiming. My consistent reply is that my last drive will be to the nursing home door, where I will hand over the keys and they can help me inside!

I tell people that fulltiming is never a permanent decision. While that seems unusual, consider this: at some point you have to stop fulltiming. You might die – unfortunate, but a possibility. It could be health reasons or family members (especially elderly parents) may require your frequent help. Fulltiming is a major decision but not a permanent, locked-in-forever decision. You will always stop at some point.

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## Fulltiming, continued

When/if you do make the decision to fulltime, your non-RV friends will, for the most part, think you are a little crazy, but will be a bit envious of your new lifestyle. It's likely your family will, too. Don't listen to any of them.

Your family and friends will also be thinking you are living out of some vehicle, while you think you are living in a house. After all, you sit in your favorite chair, know what is in every drawer, sleep in your own bed, know when the bed linens were laundered, and what is in the fridge. Is that different from your housebound friends? Of course not.

What is different is that you have the wonderful opportunity to wake up to whatever scenery you want – mountains, ocean, a desert, and whatever temperature or climate you want (within reason). For example, we don't do snow, period, and have managed to also avoid those Texas summers. Just remember: You are at home in your RV, but your RV is not at home.

### Structure and behavior

When you begin fulltiming, the lack of structure provides a freedom typically unknown to homeowners and certainly never experienced by most people. Fulltimers are not simply lost, meandering around, looking for something to do, or a place to settle down. Many discover they fall in love with the freedom of the unstructured lifestyle, possibly for the first time in their lives. The RV lifestyle provides that potential. It's a grand feeling and the freedom is wonderful.

Probably the most important characteristic for fulltiming with another person is that you get along ... really well. Living in an RV, it is difficult to not be physically close to the other person virtually all the time. The joke is that if you burp, someone is always close enough to hear it.

Moving from a house into an RV – even a large RV – requires some change in daily behavior for everyone involved. For example, you just cannot create piles of stuff in the RV. There isn't that much floor space and the counter's surface area is extremely limited. Dirty laundry has to be put away some-

place – there simply isn't room to drop it on the floor and walk around it – you will trip over it. You will have less of everything with you: clothing, food, tools, etc. That's good.

Doing this, i.e., living in this fashion, is not hard and you certainly don't have to deprive yourself of anything. We live very well, equal to or better than we did in our house. Now we do this with less stuff than before.

### A change in lifestyle

My book, *Fulltiming for New and Used RVers*, is about how you approach the idea of fulltime RVing, research the information, estimate your costs, look at what you need and don't need, and how you accomplish those normal daily things even though you will be (mostly) mobile, i.e., with no fixed physical location. When you are ready to take the big step and actually fulltime, the book provides information to help you prevent mistakes during the transition and after you drive away.

Fulltiming is definitely a change in lifestyle but not a negative change, not at all. Yes, a number of things in your life will change – I think for the better. It's worth a try. After all, it's not a permanent, locked-in-

forever decision. Just like our unplanned venture seven years ago, you don't know what you don't know. ❖

*Ron Jones has been camping on wheels since 1962. He and his wife, Sandy, are fulltimers and meander just about everywhere in their diesel pusher. They present seminars on the RVing lifestyle at rallies, shows, and other gatherings nationwide. Ron was a columnist for Coast to Coast and has been featured in all major RV magazine including Motorhome and Highways. He is a regular contributor to the Good Sam website (Weekly RV Tips and CyberSam). Ron has written eight books including co-authoring All the Stuff You Need to Know about RVing, the recently released Fulltiming for New and Used RVers, his newest, RVing to Alaska, and was a collaborator with Sandy on Wrinkle-Free RV Laundry. Next issue: what do we do with all our stuff?*



Mark Polk

## Polk's top 7 motor home owner maintenance mishaps

There are so many things to maintain on a motor home, sometimes we overlook the simplest maintenance requirements. As the old saying goes, you can't see the forest for the trees. But simple oversights can result in costly repair bills to correct the problem. Let's look at my top seven motor home owner maintenance mishaps.

### 1. Checking and adding air when the tires are hot

I see this all the time: people checking their tire pressure when the tires are hot. You should always check and inflate tires

when the tires are cold, before traveling more than one mile. Hot air expands and will give you a false reading. If the tires are already hot, wait several hours before checking and adjusting inflation pressure.



### 2. Neglecting to periodically check the water level in batteries

Eighty-five percent of lead acid batteries manufactured in the United States die before they should. One of the leading causes

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## Classified advertising

For advertising policies and rates, contact editor at [doaexpress@discoveryowners.com](mailto:doaexpress@discoveryowners.com) or call 303.570.2736.

### Discoverys FOR SALE

**2002 38P:** Low miles, mint condition, garaged. Ray Martin; 813.642.9248; [franraymartin@zoomtown.com](mailto:franraymartin@zoomtown.com) \$79,900

**2003 39L:** 48km, new tires/batteries; full tile throughout. Sandy Fields; 830.632.9326; [thomfiel@earthlink.net](mailto:thomfiel@earthlink.net) \$95,000

**2006 39S:** 17km, many upgrades, outdoor kitchenette, more. Chris Coats; 770.537.8324; [ccoats@silvey.com](mailto:ccoats@silvey.com) \$127,500

**2003 39S:** 72km, In-Motion sat., very clean! Charles Scott; 323.630.7028; [scottsbarque@yahoo.com](mailto:scottsbarque@yahoo.com) \$82,500 OBO

**2002 38P:** 36km, new Norcold fridge, new spare, clean. Jackie Quinn; 936.931.2130; [della.quinn@gmail.com](mailto:della.quinn@gmail.com) \$72,000

**2004 39L:** 14km, very clean, always garaged. Wayne Voss; 573.722.3287; [castor-river@hotmail.com](mailto:castor-river@hotmail.com) \$98,000

**2002 37U:** 50km, clean, with Land Rover tow package included. Sam Hatcher; 850.387.0105; [samhatcher@cs.com](mailto:samhatcher@cs.com) \$79,850

~~2005 39L: 13km, like new, seldom used. David Stachovitz; 714.403.0830; [dmsconsult@verizon.net](mailto:dmsconsult@verizon.net) \$112,500 OBO~~

**2002 37T:** 46km, new tires in 2008, no smoke, no pets. Ted Thevenet; 239.543.7580; [tp2th@hotmail.com](mailto:tp2th@hotmail.com) \$74,900

**2006 39L:** 37km, full awnings, outside enter. center. Tom Ebbert; 305.393.1215; [tom.judy.ebbert@gmail.com](mailto:tom.judy.ebbert@gmail.com) \$124,000

### Other RV items FOR SALE

**Rear wheel cover:** 2001 D, 47¾" wide, 31⅝" high. Robert Wilkins; 419.753.2502; [nkvet@nktelco.net](mailto:nkvet@nktelco.net) \$300 + shpg

**Stove:** From '98 D, excellent condition. Jimmy Williams; 580-380-0000; [jpw3840@westok.net](mailto:jpw3840@westok.net) \$200 OBO

**110 amp auto-reset 12V circuit breaker:** Surface mount, new. Steve Bainer; 956.831.2363; [ba5online@yahoo.com](mailto:ba5online@yahoo.com) \$15 incl shpg

**Dometic refrig parts:** Icemaker circuit board, guaranteed. Tom Williams; [tocowilliams@gmail.com](mailto:tocowilliams@gmail.com) \$50 plus shpg

**Roadmaster Brake Pro:** Used twice, \$1,299 new. David Nezat; 225.571.7327; [dnezat@gmail.com](mailto:dnezat@gmail.com) \$550 plus shpg

**KVH In-Motion dome, #R5SL,** new, never used. \$1,515 new. Mike Magee; 616.537.6160; [mageemike@mac.com](mailto:mageemike@mac.com) \$750

### PAID classified advertising

**Hub nut tool:** Frank Cason, 1917 Stone Dam Rd, Chuckey TN 37641; 423.552.5257; [cason.frank@gmail.com](mailto:cason.frank@gmail.com) \$10 + \$2.50 s/h

## Owner maintenance mishaps, continued

of battery failure is overcharging the battery. Overcharging a battery results in severe water loss and plate corrosion. This is a common problem with motor homes.



The RV converter has a built-in battery charger. Many RV owners are under the impression that if you leave the RV plugged in when the RV is in storage, the converter will keep the batteries topped off. While keeping batteries topped off is extremely important, the problem is that many, but not all, RV converter chargers provide a constant charge of about 13.5 volts. This is too high for fully charged batteries, and the electrolyte is boiled off, which results in an early death for the batteries. There have been advances in converter charger technology, though. Many of today's converter chargers are three-stage chargers that will prevent batteries from overcharging.

Another problem is that during times of high battery usage and recharging, the electrolyte is boiled off. Periodically checking and adjusting the water level in the batteries can save and extend the life expectancy of the battery. When you add water, use mineral-free water. Distilled water is best, and only fill the battery cell to 1/8-inch below the vent well.

### 3. Not rinsing and flushing the black water holding tank after you empty it

The only way to get a long service-free life from the RV black

water holding tank is to rinse and flush the tank after you empty it. Some RVs have a built-in system for flushing the black water tank, but many don't. If your RV doesn't have a built-in flushing system, there are aftermarket products, such as tank cleaning wands and reverse flush valves, that will assist in keeping your black water tank clean, clog-free and odor-free.

### 4. Not performing pre-departure checks

I think nearly every motor home owner, at one time or another, has learned this valuable lesson. Pre-departure checks or a final walk-around before leaving can save you costly repair bills. Common RV repairs relating to this are repairs to the steps, TV antenna, awnings and power cords. Take a minute to walk around the RV, and look on top and underneath the motor home before heading out.



### 5. Not periodically inspecting your motor home for water damage

Water leaks on a motor home can cause extensive damage and can be costly to repair. To protect your investment and your wallet, take the time to inspect your RV for water leaks. The outside of your motor home may look fine, but the internal damage caused by water over a period of time can result in the entire roof, floor or wall rotting away without you even knowing it, until it's too late. *Continued on next page...*

## Owner maintenance mishaps, continued

To prevent a leak before it starts, thoroughly inspect all roof and body seams, sealants and around any openings cut in the motor home roof or sidewalls. Reseal any seams or sealants that show signs of cracking or separation. Consult your RV owner's manual for inspection intervals and for the types of sealants compatible with different types of materials.

### 6. Not performing routine safety checks

It's not uncommon for a motor home to sit in storage for periods of time. If dry cell batteries aren't removed from devices like smoke detectors and carbon monoxide detectors, these devices won't work when you need them. By simply getting in a habit of checking the smoke, CO, and LP gas leak detectors prior to each trip, you can prevent this from happening. Follow the testing instructions found in the owner's manual or on the device itself. If you remove dry cell batteries during storage, remember to reinstall them next spring.



Also, get in the habit of inspecting the fire extinguisher before each trip. Look to see if the arrow is pointing in the green area in the sight gauge. If it reads empty or needs charging, replace it or have it recharged immediately. If it's a dry powder type fire extinguisher, the arrow pointing in the green doesn't always guarantee that it will work.

Every month you should turn dry powder extinguishers upside down, tap on the bottom of the extinguisher and shake it so the powder that settled on the bottom is released. Make sure you know how to operate the fire extinguisher, too.

A simple pre-trip checklist can serve as a reminder to test all safety devices prior to leaving on a trip.

### 7. Not maintaining the RV water system

The potable water system in your motor home requires some

routine maintenance to keep it trouble free. Something I've run into quite often is the complaint that there is a stale odor coming from the RV water system. When you return from a trip and you're not going to use the RV for a while, drain the entire water system to prevent it from getting stale and musty. You should drain the water heater, low-point water drains, and the fresh water holding tank.

Caution: Never drain the water heater tank when it is hot or under pressure. With the drains still open, you can turn the water pump on for a moment to help force any remaining water out of the system. Do not let the pump continue to run once the water stops draining. Close all of the drains.



If by accident you forget to drain the water system and you get that notorious stale odor, all is not lost. You just need to sanitize the water system. Start by draining all of the old water out of the system, and then close all of the drains. Measure out one-quarter cup of household bleach for every 15 gallons of water that your fresh water tank holds. Mix the bleach into a one-gallon container and pour it into the fresh water holding tank. Fill the fresh water tank completely full of water. Turn the water pump on, open all hot and cold faucets and run the water until you smell the bleach at each faucet. Close the faucets and let it set for about 12 hours. Drain the entire system and refill the fresh water tank with potable water. Open all of the faucets and run the water until you no longer smell any bleach.

It may be necessary to repeat this process to eliminate all signs of bleach from the water system. Once this is done, it is safe to use your water system. It's also a good idea to use a water filter at campgrounds and to keep bottled water on hand for drinking.

If you don't feel comfortable performing any of these steps, you should take your motor home to an authorized RV service center to have the maintenance performed. ❖



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RV expert Mark Polk owns RV Education 101, a North Carolina-based company that produces and sells educational videos, DVDs and ebooks on how to use RVs. Mark has more than 30 years of experience in RV maintenance. He retired from the U.S. Army in 1996 as a chief warrant officer three, specializing in wheeled and track vehicle fleet maintenance operations. He and his wife, Dawn, started RV Education 101 in 1999. They travel with their two boys in a 35-foot Class A motor home. Watch Polk's technical videos at [www.rveducation101.com](http://www.rveducation101.com).





# A sneak peek at what you'll see in 2011 when you travel through Oklahoma



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