



Cast your vote!

It's that time again ... time for you to cast your ballot to elect the leadership of this fine organization for the next two years. A paper ballot is included in this issue (along with brief bios and photos of the candidates), but you are strongly urged to vote electronically online. See voting instructions and candidate information beginning on **page 11**.

"Where the rubber meets the road"

We can roll down the highway without an AC, or TV, or even a washer/dryer. But we can't without tires. Those rubber donuts are our 'connection' to the roadway, a component of our delivery system, and probably one of the more costly replacement items we'll experience at least once during our RV ownership term. Bad tires can cause accidents; mistreated tires can deteriorate more quickly; good and well-maintained tires can be worth their weight in gold if they help you avoid an accident and get you safely to your destination. This issue focuses on tires, and we are pleased to be able to publish several articles from experts in the field, all designed to help you choose and maintain your tires. The information and illustrations begin on **page 5**.

Are you computing safely?

Safety on the highway, and safety on the Internet ... the electronic highway. That's another focus of this issue. **Bob Cook** offers helpful information about computer safety, as well as ideas to help you get online faster when at an RV park offering WiFi. The article is the result of in-depth conversations on DOAI's egroup. See Bob's article beginning on **page 18**.

More on safety ... electrical safety, that is

Mike Sokol is back with another potentially life-saving article from the No Shock Zone. The importance of this series was underscored when it was reported that 18-year-old **David Boyle** was electrocuted in Muncie, Ind., on July 24, when he put his bare foot on the metal step of his parents' RV, while his other bare foot was on the wet ground. The camper had become energized after an electrical wire was run from the house to the camper. "When they would go into the camper, they would feel a little jolt, so they wrapped the door knob in electrical tape so when they turned it, they wouldn't get shocked," said the Delaware county coroner, **Scott Hahn**. He further stated that the electrocution caused an arrhythmia in the young man's heart and Boyle died on the way to the hospital. See **page 20**.

In this issue...

President's message	2	Determining the age of a tire	7	Under inflated tire danger	16
Display ad	2	Display ad	7	Reports from around DOAI	17
2011 national rally message	3	RV tire failure 101	8	Computer corner	18
Last call for 2012 region rally	3	Rally opportunities	9	Thoughts and prayers	19
DOAI merchandise at rally	3	Helpful contacts	9	No shock zone, part five	20
Welcome, new members	4	Addresses of board, chapters, et.	10	Next time in <i>Discovery Express</i>	21
Bits and pieces	4	It's election time!	11	Free classified ads	22
How RV tires are developed	5	Nominees for office	11	Sponsors and advertisers	22
Paid classified ad	5	Ballot	13	2012 SE region rally registration	23
When it's time to re-tire	6	Tech tips from Mark Polk	15	DOAI membership application	24
		Protect against blowouts	16		



Prez Marshall
Godwin

President's message

Fellow Discovery Owners: I thank all those who planned and conducted the 2011 DOAI national rally at Shawnee, Okla. It took much effort and the reports from those who decided to "Circle the Ds in Shawnee" confirm it was a great rally in every respect. "Well done" to all involved and a big "thank you" to those who attended.

We have difficulty getting folks willing to volunteer to serve in positions of leadership within our association. The good news is that we have exceptionally well qualified people on the ballot for the upcoming election. The somewhat bad news is that there is only one candidate for each office. Although the election outcome is certain, I still strongly encourage all of you to vote. It is easy and quick, so take a few minutes and cast your ballot online. See more about the election on **page 11**. Please vote to show your support and appreciation to those who have stepped up to serve our great association.

Speaking of the association, we are doing well. Membership is slightly up and finances are sound. Our *Discovery Express* editor, **Nina Soltwedel**, continues to generate outstanding quarterly newsletters. **Bob Cook**, DOAI webmaster, oversees what I believe is the best website of any RV owner association. **Portia Williams**, membership director, works continuously to keep the member roster up to date, collect dues and mail out new member packets. We are extremely fortunate to have dedicated and talented folks in these key positions.

I hope you had the opportunity to travel and camp this summer. **Becky** and I made a few trips, but this was a summer when we stayed home more than usual. One result of staying home is that we had 80 different overnight guests this summer. It seemed sometimes as if we were running a bed and breakfast. We truly enjoyed the visitors, but it kept us busy. Now we are in the middle of a three-month trip to Israel with our daughter's family and her eight children. It is wonderful to spend time with the grandchildren while doing something meaningful and spiritually rewarding. We are helping Jewish farmers in Samaria harvest their fall crops. I get all the grapes I can eat!

Finally, it's time to turn your attention to the upcoming 2012 southeast region rally at Lazydays RV Campground in Seffner, Fla., arriving January 29 and departing February 3. The rally will have the Camp Discovery technical seminars as well as general RV lifestyle seminars, catered meals and entertainment. I hope to see you there. See the article on **page 3** for more information. Take care and God bless. ❖

© 2011 Discovery Owners Association, Inc. (DOAI)

DOAI is not responsible for opinions or facts presented by contributors to this newsletter.

Discovery Express is a quarterly publication (January, April, July, October). Deadlines for copy are November 20, February 20, May 20, and August 20. Members are encouraged to submit articles, tips, questions, and/or comments. *All submissions will be acknowledged.* If acknowledgment is not received within a reasonable time, please call the editor.

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

Newsletter Editor

Nina Soltwedel

4736 Harwich St.

Boulder CO 80301-4217

303.530.0775; 303.570.2736

doaiexpress@discoveryowners.com

Contact the DOAI membership director as soon as any of your contact information changes; i.e., mailing address, telephone number, email address, Discovery year, etc.

Membership Director

Portia Williams

P. O. Box 95

St. George UT 84771-0095

Toll-free 888.594.6818

doaimembership@discoveryowners.com

DOAI Website

www.discoveryowners.com

DOAI Yahoo! Group

[groups.yahoo.com/group/
discoveryownersassociation/](http://groups.yahoo.com/group/discoveryownersassociation/)

Access Back Issues

www.discoveryowners.com/newsletters.asp



Are Your Dues Due?

Find your membership renewal date at
www.discoveryowners.com/members.asp



THE HOME OF THE DISCOVERY LE

New 2011 Discoverys still available plus a great inventory of excellent pre-owned Discoverys.

→ Now accepting orders for custom 2012's ←

Barry Burdette — 937.472.8481



800.727.3778, ext. 1333

765.962.1572 fax

bburdette@tomraper.com

2250 Williamsburg Pike

Richmond IN 47374

I-70 Exit 149A

TOM RAPER RVs: A membership sponsor of Discovery Owners Association, Inc.



Nat'l rally
master
John Baker

An important message about 2011 national rally in Shawnee, Okla.

Howdy, Discovery Owners! If you are an Internet subscriber to the *Discovery Express*, you are likely reading this well before the "Circle the D's in Shawnee" rally. Maybe it is past the registration deadline and you "forgot" to register. Chances are that's not a serious problem. Send our wonderful registrar, **Sarah Hallum**, an email at dashallum@verizon.net and she can let you know for sure if you can still register and put you on the fast track.

If you aren't an Internet subscriber, you should be (see the above opportunity you might have missed). Unfortunately, you might be too late and we will miss you as we are having a great time in Shawnee. If by chance you get your grubby little mitts on a paper copy of the July 2011 *Discovery Express* and you can still get to Shawnee by October 17, send Sarah an email and we'll see what we can do for you. She is so outstanding, I'll bet she can make it happen.

The south central region folks have been working tirelessly to put together a great rally and now is an opportunity for me to thank them. About 20 tenacious team leaders took on various responsibilities and untold dozens of great volunteers assisted them. They prepared and organized the myriad of activities necessary to have a successful and enjoyable rally. I want to commend all of them for a job well done!

Then, there are the dozens of you who were not a part of the planning but will volunteer in various places at Shawnee for a few minutes or hours to make everything run smoothly. Several of you agreed to present seminars or lead roundtable discussions. As I write this, I don't know who all of you are, but we owe you a debt of gratitude as well. Thank you for the important part you play. I hope to see you in Shawnee. ❖



Last call for 2012 southeast region rally!

Come join us for a **Sunshine Celebration** at the southeast region rally. The rally will be hosted by DOAI's newest chapter, the Florida Discovery Sunshiners, at Lazydays RV Campground in Seffner, Fla., January 29-February 3, 2012.

A real strength of our association is the level of technical information exchange with other members. This rally continues that tradition with technical seminars based on the very successful *Camp Discovery* format. Seminars conducted by DOAI members and Lazydays training specialists will cover most of the systems and equipment on our Discoverys.

While these seminars are particularly helpful to first-time rally attendees and those who recently purchased their Discovery, veteran owners who want a more in-depth understanding of their rigs will find the information invaluable.

The rally is not just about technical stuff. There will be something for everyone ... fun, food, entertainment, RV lifestyle presentations, RV open house, and driver training. Those interested in the Lazydays Driver Confidence Course should sign up in advance by calling **Barney Alexander** at 866.703.3076.

Lazydays RV, near Tampa, is a great place to spend time during the heart of winter. Your campground stay includes: complimentary breakfast and lunch in the Lazydays Café, free morning newspaper at your site, free WiFi, cable TV, heated pool with hot tub, restaurant and pub located in the RallyCenter, and on-site Flying J, Cracker Barrel and Camping World.

One intangible benefit of attending a DOAI major rally is the great feeling of being with several hundred folks who share the experience of traveling the highways and back roads of North America in a Discovery by Fleetwood RV. That common denominator immediately puts you among a group of friends!

Our rally immediately follows the Fleetwood Motorhome Association (FMA) rally. You may want to consider attending both rallies. You can get a registration form and sign up for complimentary service by Fleetwood factory technicians at: www.fleetwoodmotorhomeassoc.org/eastern-regional-rally.html

This is the first rally hosted by our newest chapter, the Florida Discovery Sunshiners. Let's have a big turnout and show our support for this chapter at the **Sunshine Celebration** rally. Fill out and submit the registration form on **page 23**. See you there! ❖

Report submitted by Marshall Godwin



Merchandise
director
Dick Tracy

DOAI merchandise at national rally

Your DOAI merchandise store will be open at the Shawnee national rally with a nice assortment of our DOAI logo merchandise including denim shirts, an assortment of DOAI hats and visors, fleece vests and jackets, windbreakers, sport shirts, DOAI tote bags and stadium seats. We will be located with the other vendors and will have the hours of operation posted at registration.

Of course we will have the special event "Circle the Ds in Shawnee" T-shirts that you ordered on your registration form for the rally. Be sure to stop by to pick yours up early. ❖



Special Addition to *Discovery Express*

There is still time to register for the national rally in Shawnee, Oklahoma! The registration deadline is September 19, so hurry and do it today. The registration form is attached, but simply register online at <http://discoveryowners.com/nextrally.htm>

While you are there, look over the events the South Central folks have planned to make this a top-notch event:

- Tours of interesting locations in Shawnee and Oklahoma City
- Golf at the highly-rated Jimmy Austin Golf Course
- Interesting and useful seminars and roundtables presented by vendors, DOAI members, and a certified RV technician
- Feedback sessions for both pilots and copilots conducted by Fleetwood
- Vendors with products and goodies you just gotta have – both for your rig and special items for the ladies
- Welcome party and four catered two-entrée evening meals followed by great entertainment
- Continental breakfast daily
- Door prizes
- Games
- Raffle items for local charities
- Crafts/White Elephant sale so you can sell your handmade creations and your “stuff” to someone else and make a few bucks while you are at it
- An unannounced surprise or two

The Heart of Oklahoma Expo Center is the nicest facility we have used; you will think you are in a very well-appointed hotel conference center. All events will be under one roof with carpeted floors and sound-absorbing walls. The in-house caterer will present great-tasting, high quality meals; you will not be hungry afterwards! Everyone gets full hookups!

This is one rally you don't want to miss. After the extreme heat and drought or flooding, dependant on where you live, the autumn weather in Oklahoma should be a welcomed relief. Enjoy it with other D owners from across the USA and Canada. Reunite with old friends and make new ones as we “Circle the D's in Shawnee.” See you there!



DOAI 2011 National Rally

CIRCLE THE DS IN SHAWNEE

October 17 through 22, 2011
Heart of Oklahoma Expo Center, 1700 West Independence Street
Shawnee, Oklahoma

REGISTRATION FORM

Enter information as you want it to appear on your rally name badge

Pilot's Last Name _____ First Name _____

Co-Pilot's Last Name _____ First Name _____

Street _____ City, State/Prov., ZIP+4/Postal Code _____

Home Phone _____ Cell Phone/s _____

Email/s _____

Emergency Contact/s _____ Emergency Phone/s _____

DOAI # _____ DOAI Region Affiliation _____ Chapter to be parked with _____

Need handicap parking? (No sewer) Yes _____ No _____ First national rally? Yes _____ No _____

Guest/s Name, City, State _____

REGISTRATION:

\$315.00 per coach with two adults (October 17 through 22)	\$ _____
\$250.00 per coach with one adult (October 17 through 22)	\$ _____
\$65.00 each additional person/child (October 17 through 22) × ___ person/s =	\$ _____
\$15.00 early arrival (Sunday, October 16)	\$ _____
\$20.00 DOAI membership (if not already a DOAI member)	\$ _____
\$38.00 per day golf cart for rally site (3-day minimum) Start date _____ x ___ days =	\$ _____
\$10.00 rally t-shirt/s x ___ shirts ordered =	\$ _____
Size: Medium ____ Large ____ XLarge ____ XXLarge ____ XXXLarge ____	
Note: T-shirts are 50/50 pre-shrunk. No small available (youth size)	

OPTIONAL TOURS, ACTIVITIES, AND GOLF:

Tuesday, October 18, Tour 1 – Shawnee Tour	\$18.00 × ___ person/s = \$ _____
Tuesday, October 18 – Golf Tournament (includes golf cart)	\$45.00 × ___ person/s = \$ _____
Wednesday, October 19, Tour 2 – Oklahoma City Tour	\$49.00 × ___ person/s = \$ _____
Saturday, October 22, Mugs and Muffins for Ladies	\$ 3.00 × ___ person/s = \$ _____

MAKE CHECK PAYABLE TO: **DOAI** Check Enclosed/Total \$

MAIL CHECK AND REGISTRATION FORM TO:

Sarah Hallum, Registrar, PO Box 130, Lexington TX 78947-0130

Questions? Contact Sarah – 979.773.0696 (H); 512.422.8526 (C); dashallum@verizon.net

REGISTRATIONS MUST BE RECEIVED BY MONDAY, SEPTEMBER 19, 2011

Full refund cancellation may be made up to Sept. 19, 2011 – **AFTER SEPTEMBER 19 – NO REFUND**

→ → → KEEP A COPY FOR YOUR RECORDS ← ← ←

You will receive a confirmation of your registration via email



Membership dir.
Portia Williams

Membership director welcomes new members

DOAI's membership rolls increased over the past three months, due to these good people making the decision to join the premier Discovery owners group in the U.S. and Canada. Please watch for them at a chapter, region, or national rally and extend the hand of welcome.

Franklin/Angela Beckstead, Mallorytown ON
 Charles/Diane Bennett, Green Cove Springs FL
 Jenna/Scott Bennett, Jefferson OH
 Al/Millie Benson, Calgary AB
 Dick/Claudia Booth, New Market MN
 Jerry/Shelby Brown, Del City OK
 Robert/Laor Brown, College Sta TX
 Ed/Sandy Browning, Crestview FL
 Charles/Penny Cameron, Bullhead City AZ
 Bryant/Carolyn Carter, Opp AL
 Frank/Bernadette Christian, Palm Harbor FL
 Robert/Mary Clark, Greenville SC
 James/Carolyn Clouse, Franklin NC
 Vic/Debbie Cook, Columbus OH
 John Corso, Columbia MD
 Kim/Cathy Culpepper, Meridian MS
 Chad Delligotti, Dublin OH
 Richard/Linda DeNardo, Cumming GA
 Maurice Diaz, Mineola NY
 Jeff Dobson, Orono ON
 Terry Doyle, Westminster CA
 Jeffrey Eberlein, Fairfield OH
 Edward/Mittie Eiskina, Lees Summit MO
 Raymond/ Fox, Lexington KY
 Allen Fredenburgh, Waynesville NC
 Michael/Sherry Geisel, Mishawaka IN
 Steve/Connie Graber, Bowling Green OH
 Terrence/Beverly Grimesey, Medina OH

William/Sharon Guckeen, Elk Grove CA
 John/Sandy Guthrie, Sunbury OH
 Walter/Kathy Hall, Manteca CA
 Doug/Cathy Hayes, Wirtz VA
 Gary/Sally Henderson, Canadian TX
 Hank/Teri Henry, Washington IL
 Jonathon/Judi Henry, Littleton CO
 Louis Hill, Colorado Springs CO
 Thomas Hover, Humble TX
 Joseph/Margaret Hymes, Gary IN
 Justin/Deanna Jenia, Tucson AZ
 Katherine/Jared Johnson, Kissimmee FL
 Barbara/Stephen Kane, Natick MA
 Buffy/Bruce Kennedy, Lockport LA
 Dennis/Jo Kircher, Largo FL
 Beverly Kirk, East Falmouth MA
 Thomas Lee, Walnut CA
 Joel Lein, Edwardsville IL
 Donald/Misty Lively, Pinch WV
 Richard/Valerie Mahoney, Winona MN
 Charles Bryce/Cheryl Dee Martin,
 Oklahoma City OK
 Tim/Pam Massie, Gallipolis OH
 John/Shellie Mathews, Littlerock CA
 Tony/Kristen Mercurio, Chesterfield MO
 Tim Middleton, Lexington TN
 Tom/Nancy Millager, Cincinnati OH
 Ken/Carolyn Miller, New Caney TX
 Dave/Sandra Moore, Mesa AZ
 Phillip/Shannon Myint, Katy TX
 Doug/Carol O'Bryan, Martin SD

Rodney Parker, Santa Fe TX
 Rick/Debbie Parrish, Seminole FL
 J.B./Libby Pruett, Las Cruces NM
 Morris/Donna Purdy, Raleigh NC
 Joe/Irene Randazzo, Alpine CA
 Donald/Barbara Restille, Mansfield OH
 Wayne/Hannah Rickey, Denair CA
 Gary/Tara Rosen, Breese IL
 Eric/Lyn Scanlan, Palm Bay FL
 Martha/James Scannell, Franklin MA
 Tom/Sue Schnorr, Oakdale MN
 Randy/Heather Schroeder, Council Bluffs IA
 Steve/Tracy Sellers, Brownsburg IN
 Clyde/Vanessa Settle, Saline MI
 Kevin Smith, Milford ME
 Terry Smith, Madison SD
 Jim/Cindy Steward, Anchorage AK
 Dallas/Rebecca Stone, Layton UT
 Michael/Jessica Swartz, Metuchen NJ
 Ron/Joyce Tanner, Portland OR
 Stanley/Debbie Wade, Maple Ridge BC
 James/Mary Webb, Smithville TN
 Rolf/Bernice Westberg, Hawthorn Woods IL
 Les/Valerie Whipple, Cygnet OH
 James White/Peggy Waiflein, Round Lake IL
 Thomas/Jennifer Wickes, Durango CO
 Steve/Diane Wilson, Panacea FL
 Greg/Sue Ann Wolf, Folsom CA
 Pete/Jackie Wright, Jacksonville FL
 Quinton Yarbrough, Calvin OK
 Louis/Linda Zilinski, Barto PA ❖

Bits and pieces

Interesting information from here and there

📎 **Al de Haas** posted this helpful information on the egroup recently: A PDF copy of the original Discovery brochure is available on the Fleetwood site at www.fleetwoodrv.com/brochure/default.aspx. The answers to many questions as to the tank capacities (fuel, LPG, grey, black), size and height of the vehicle, floor plans, original equipment, etc., are listed in the specifications of the brochures. If you are like me and don't always enjoy entering your name, etc., on a website (even if you can enter a bogus info), there is a simple workaround: the direct link to the brochure is www.fleetwoodrv.com/frvlibrary/docs/1999/1999_di_f.pdf. (You need to replace both of the "1999" with your model year.) For example, for 2003 it would be www.fleetwoodrv.com/frvlibrary/docs/2003/2003_di_f.pdf. You can also access Fleetwood's site via our club's

website.

The oldest available brochure at the Fleetwood site is 1999. If you have a 1998 or 1997 Discovery, DOAI has these available for you on our club's website. We thank **Al Larrabee** and **Mike Gladfelder** for providing PDFs of these brochures. Check them out at www.discoveryowners.com/hints.asp. ❖

📎 The Fire Guy, **Mac McCoy** shares this fire safety tip: If you have a quick-disconnect fitting on your water hookup, these hoses can be unhooked instantly to fight a fire. If a nearby coach is burning and you cannot move your coach but can safely stay close enough to keep it hosed down, you may be able to save it. Check out Mac at his website: www.macthefireguy.com/ ❖



Tire expert
Roger Marble

How RV tires are developed and why some are a compromise

If a tire is being designed for a specific vehicle manufacturer such as Ford, Chevy, Toyota or BMW, there will be a number of tires submitted by competing tire companies, all trying to deliver the best overall compromise in performance characteristics. Please note that all original equipment manufacturers have slightly different requirements, but all make similar requests for performance improvements in many areas. In the future, I will use the term “OE” to include these car and pickup manufacturers.

Compromise

Now is a good time to talk about some of the various trade-offs the engineer is faced with when trying to meet conflicting goals and customer wants. I am sure we would all like an RV that has all the interior space and amenities of a 40-foot diesel pusher but gets 25 mpg and can be driven down crowded city streets without knocking off our mirrors. Oh yes, it should also cost under \$30k. Well, Bunkie, that just ain't gonna happen in real life.

The same goes for a tire that handles like an Indy tire, is as quiet as the proverbial mouse, has great off-road traction, is good for 100k miles, and costs \$25.

One thing few people realize is that most if not all performance characteristics are a compromise. For example: if you improve wet traction, you probably hurt fuel economy unless you use a special type of rubber that costs double per pound and is more difficult to process. If you improve handling, you might hurt ride and noise. When you improve noise, you can significantly increase the cost of making the molds used in manufacturing. The cost of a tire mold can be as low as \$10,000 and can approach \$100,000 each. Depending on production volume needs, a tire manufacturer could need 30 or more molds. The list of trade-offs goes on and on.

Developing the tire

The competition for a tire application might start three or more years before scheduled start of delivery with two to five tire manufacturers competing for the contract, knowing that only one or two will end up being selected to actually provide tires. The costs associated with building and testing special prototype tires can run in the hundreds of thousands of dollars and are absorbed by the tire company. The only way a tire company can afford this type of activity is by landing a contract for a few hundred thousand tires so the costs can be spread out.

Unlike OE, an RV manufacturer may only need a couple thousand tires; therefore, a custom tire, designed for a specific RV, would be cost prohibitive. Since the RV manufacturer won't be trying to get custom tires, it doesn't have staff engineers working on developing specifications for such tires. The RV company will, in all likelihood, either take what comes already on the cut-away chassis or the bare chassis for Class C or A vehicles, and in the case of trailers, may buy the tire with the lowest cost that can meet tire size requirements and expected delivery schedule.

For RV applications, the one thing that is in the control of the manufacturer is “reserve load.” This is the difference between the load placed on each tire with the RV normally loaded and the load capability of the tires at specified inflation. ❖



© Roger Marble, 2011. Reprinted with permission. Before retiring, Roger Marble spent 40 years in the tire industry, working for a major manufacturer developing tires for applications in North, Central, and South America. During his career, he worked on many kinds of tires – heavy truck, passenger, light truck and Indy-car types. Roger's blog, “RV Tire Safety with Roger Marble,” is a top-notch informative posting found at www.rvtiresafety.com. You can sign up to receive his blog postings right in your email inbox at no charge. The website carries all his previous blog postings which make very interesting reading to anyone concerned with the tires on their RV, car, truck, or trailer.

A bit more from Roger...

The question of tire pressure change due to altitude has been brought up on occasion, so I guess it's time to answer that question.

Quick answer: Driving from Death Valley to Denver will result in less than a 3 psi increase in tire pressure if there are no other changes. So it isn't a big deal.

Now for the engineers and technically inclined, the formula is $p = 101325 * (1 - 2.25577 * 10^{-5} * h)^{5.25588}$ according to info at Engineering Toolbox (www.engineeringtoolbox.com/air-altitude-pressure-d.462.html).

With p (pressure) in Pascals and h (height above sea level) in meters, after unit conversion and if we assume 14.7 psig at sea level, we theoretically would have 12.2 psig at 5,000 feet. This decrease in pressure outside the tire would translate to a 2.5 psi increase in the internal tire pressure.

In reality, there would be other changes that would also affect your tire pressure, as I doubt that you would find the ambient temperature to be the same.

Bottom line: If you are checking your tire inflation the morning of every travel day as you should, and adjusting when necessary to meet your minimum inflation as published on your RV tire placard, you will not have any issues as you travel across America, no matter the altitude or weather.

Paid classified ad

The Ultimate Hub Tool: This tool is used to remove Freightliner's chassis hub nuts on coaches with Alcoa rims. It saves the hubs from unforgiving channel locks and pipe wrenches, plus allows you to remove hubs for cleaning and polishing. The only molded hub tool that indicates the proper direction for removal of the hubs. Contact Frank Cason, 1917 Stone Dam Rd, Chuckey, TN 37641, 423-552-5257, cason.frank@gmail.com. \$13 incl. s/h. You can order on the Internet at cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&item=130560631655#ht_500wt_1182



Auto consumer
advocate
Cary Lockwood

more than 400 fatalities and 10,000 injuries occur each year due to tire failures.

If it's time for you to replace the tires on your car, **Kurt Berger**, the manager of consumer products engineering for Bridgestone Tire, offers several critical points to consider before you select your next set of tires.

Tires with the same size and rating as the factory-equipped tires, Berger says, are an excellent choice when it's time to replace them. They offer the same braking, handling, traction, durability and load requirements your car was designed to provide. To maintain the vehicle's handling, traction, and balance, tire replacement should be done in full sets.

Higher-grade tires use the latest technology in tread design and construction, providing optimum tread life, ride, traction, fuel economy, and vehicle safety. These benefits suffer with a lesser-grade economy tire,

When it's time to re-tire

Good tires can save you money and save your life

Driving on worn-out or low-grade tires is dangerous. The National Highway Traffic Safety Administration estimates that

especially where tread life and fuel economy are concerned. Cheap tires wind up costing drivers more in the long term.

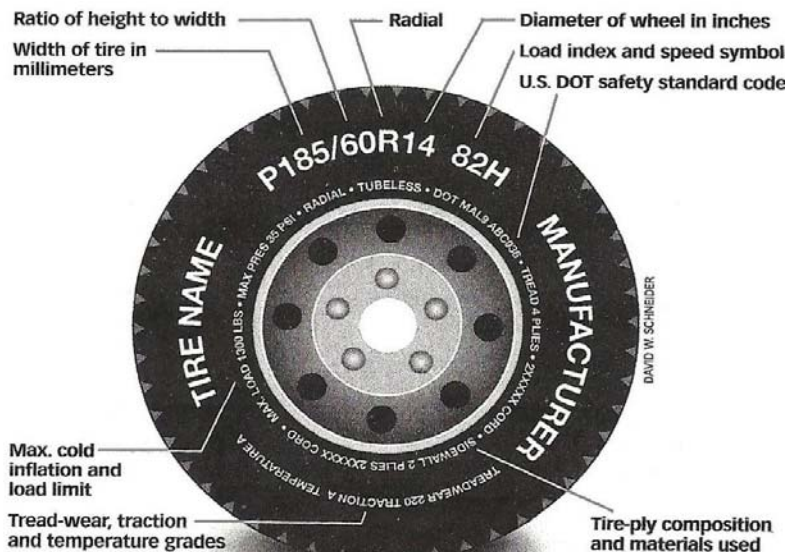
The type of tires you buy should be suited to the conditions of your environment. In harsher environments, a mud and snow tire is much better suited for winter traction. All-terrain tires are designed with a thicker tread for off-road traction, but they come at the expense of high-speed handling. High-performance tires are superior for dry pavement traction and handling, but don't perform especially well in snow. All-season tires are designed to keep you on the road all year, but they don't perform as well in the snow as snow tires. There are trade-offs with each type of tire, so analyze the conditions you drive in.

If you're unsure about the tread life of your current tires (including your spare tire), visit a tire replacement facility and have them all inspected. With proper inspection, selection, and care, your tires will provide you with many miles of safe traveling regardless of the climate and road conditions, and keep you safe on the road as you travel through the concrete jungle. ❖

Maintaining your tires

Incorporating the following service tips into your automotive maintenance routine will help you and others on the road stay safe.

- Most tire failures occur when tires are under inflated, so check tire pressure weekly (including the spare).
- Use a high-quality digital or dial gauge for the most accurate tire pressure readings.
- Replace tires with premium-quality factory-recommended tires or equivalent replacements.
- Use the vehicle manufacturer's inflation specifications displayed on the car's door jamb label or in the owner's manual. These sources also note the proper tire sizes for your vehicle.
- Adjust the pressure accordingly when the tires are cold, because warmed-up and recently driven-on tires can experience air expansion, causing higher tire pressure readings.
- Look for any obvious signs of damage, such as sidewall cuts, bubbles, exposed cord or smooth patches between tread rows (called "wear bars"), that would call for tire replacement.
- If sudden changes in your vehicle's ride or handling develop, get a professional inspection immediately.
- Tire rotations should be performed every 6,000 to 8,000 miles (check your owner's manual). This is done by moving the rear tires to the front and the front tires to the rear, which maximizes uniform wear.
- Request a tire inspection at tire rotation time. This service is invaluable, as it may reveal other potential tire problems that are undetectable during a basic pressure check or evaluation.
- Tire age is an important consideration in determining tire replacement. As tires age, the bonding of internal components such as steel and polyester cord is prone to pull apart, causing tread separation. Close inspection of all tires (including the spare) more than five years old should occur annually, and tires 10 or more years beyond the date of manufacture must be replaced, as they are no longer deemed safe.



© 2011, Cary Lockwood. Reprinted with permission. Cary Lockwood is an automotive consumer advocate. He serves on the Better Business Bureau's auto repair advisory committee and has over 30 years in the auto industry. If you have automotive questions, Cary will be happy to provide you with answers. You can contact him through www.yourautonet.com.

Determining the age of a tire

When it comes to determining the age of a tire, it is easy to identify when a tire was manufactured by reading its tire identification number (often referred to as the tire's serial number). Unlike vehicle identification numbers (VINs) and the serial numbers used on many other consumer goods (which identify one specific item), tire identification numbers are really batch codes that identify the week and year the tire was produced.

The U.S. Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) requires that tire identification numbers be a combination of the letters DOT, followed by ten, eleven or twelve letters and/or numbers that identify the manufacturing location, tire size and manufacturer's code, along with the week and year the tire was manufactured.

Tires manufactured since 2000

Since 2000, the week and year the tire was produced has been provided by the **last four digits** of the tire identification number, with the **two digits** being used to identify the week immediately preceding the **two digits** used to identify the year.



Figure 1 – Example of a tire manufactured since 2000 with the current tire identification number format. This tire was manufactured in the 51st week of 2007.

While the entire tire identification number is required to be branded onto one sidewall of every tire, current regulations also require that DOT and the first digits of the tire identification number must also be branded onto the opposite sidewall. Therefore, it is possible to see a tire identification number that appears incomplete and requires looking at the tire's other sidewall to find the entire tire identification number.



Figure 2 – Opposite sidewall of tire in Figure 1.

The use of a partial tire identification number on the one sidewall (Figure 2) reduces the risk of injury to the mold technician that would have to install the weekly date code on the top sidewall portion of a hot tire mold.

Tires manufactured before 2000

The tire identification number for tires produced prior to 2000 was based on the assumption that tires would not be in service for ten years. While they were required to provide the same information as today's tires, the week and year the tire was produced was contained in the **last three digits**. The **two digits** used to identify the week a tire was manufactured immediately preceded a **single digit** used to identify the year.



Figure 3 – This tire was manufactured in the 40th week of the 8th year of the decade ... but which decade?

While the tire identification number format shown in figure 3 identified that a tire was built in the eighth year of a decade, there was no universal identifier that confirmed which decade. Tires produced in the 1990s may have a small triangle following the tire identification number to identify the decade.

And finally, hold on to your sales receipt. Most tire manufacturer's warranties cover their tires for four years from the date of purchase or five years from the week the tires were manufactured. So, if you purchase new tires that were manufactured exactly two years ago, they will be covered for a total of six years (four years from the date of purchase) as long as you have your receipt. If you lose your receipt, your tires' warranty coverage will end five years from the week the tire was produced (resulting in the tire manufacturer's warranty coverage ending only three years from the date of purchase in this example). ❖

© 2011, www.tirerack.com Reprinted with permission. Check out the website for more helpful tire information.

Night

Day

American Duo™ Day/Night Shades

Insist on Genuine MCD Shades

800.804.1757

www.mcdinnovations.com

As seen in 2011-12 Discovery Coaches

Proudly Conceived, Engineered and Manufactured in the U.S.A.



RV expert
Mark Polk

Tech tips from Mark Polk

RV tire failure 101

When I was young, my friends and I would go tent camping at our favorite spot in the rolling hills of Pennsylvania. It is where I learned the art of fly-fishing for trout, trapping muskrats and hunting whitetail deer. To this day just the thought of those camping trips bring back wonderful childhood memories. Not only are the memories good, the lessons I learned have lasted a lifetime.

My one friend's father would go with us on many of our camping excursions. When he was a young man, he spent several years working for a logging company. We would load up in his old 4X4 truck armed with chainsaws, axes, wedges and logging chains and head out in search of fallen trees and logs that would later be used to build our spectacular bonfires. Each and every time we went out to do this, he made us inspect the logging chains and cables before we would skid the logs out of the woods behind the truck. He told us to inspect where the hooks attached to the chains and inspect the chains' length for the weakest link. I was shocked at the number of times we discovered a link that was cracked or broken. He explained what the results could be if a chain or cable broke under tension.

I have applied the weakest link lesson many times since then. During my time in the Army, I was in charge of some very large maintenance operations. We would go on countless recovery missions to upright vehicles that rolled over, or to tow a sixty-ton M1 tank back to the maintenance facility. We would inspect and re-inspect the riggings, looking for the weakest link, before attempting to recover these vehicles. Since retiring from the military, my passion has been with RVs and once again I realized the importance of the weakest link lesson.

Every weight rating on an RV is based on the weakest link in the system. The tires on your RV are by far the most important and most neglected link in the system. I can't begin to tell you how many times I've heard people say that the tires on their RV were defective, or "my tires only had 12,000 miles on them when I had a blowout." In the majority of cases, the truth of the matter is that tire maintenance has been neglected. The only thing between your RV and the road surface is your tires and the air that is in them. This is the weakest link.

What are some of the leading causes of premature tire failure?

- ⊗ Overloading the tires
 - ⊗ Under inflated tires
 - ⊗ Ozone and UV rays
 - ⊗ Age of the tires
 - ⊗ Rotating tires

What can be done to prevent premature tire failure?

Overloading the tires on your RV is probably the number one leading cause of tire failure. Poor weight distribution and taking advantage of all of the storage space offered on today's RVs result in tire overloads. The only way to find out is to have the fully loaded vehicle weighed on platform scales. Load

the vehicle with everything you plan to take on a trip including passengers, cargo, fuel, full fresh water and propane tanks. If you tow something behind the RV, take it to the scales with you. The problem is that it is quite possible to weigh the RV and not exceed the GVWR, GAWR or GCWR, but you could be exceeding the tire ratings. This is why you **must** weigh each axle end separately to determine if tire ratings are exceeded and if the loaded weight is properly distributed.

Under inflated tires run a close second to overloading as one of the leading causes of tire failure. The load rating for a tire is only accurate if the tire is properly inflated. Under inflated tires cause extreme heat build up that leads to tire failure. The appearance of the tire looks normal but the internal damage is not visible and can fail at any time without warning. Tires can lose up to two pounds of air pressure per month. If you don't check your tires for three or four months, they could be seriously under inflated. Ideally, you should check tire inflation, and adjust if required, every day that you move or drive your RV. If you can't get into the habit of doing it on a daily basis, you need to make it a point to check all tires weekly at a minimum when you're traveling. You always want to check the tires when they are cold, meaning that you don't drive or move the RV before checking inflation. Invest in an accurate inflation pressure gauge. Check all tires and adjust pressure according to the manufacturer's recommendation. Do not exceed the maximum pressure ratings found on the tire's sidewall. Never check inflation pressure when the tires are hot; you will get a higher pressure reading and if you let some air out, they will be under inflated when they are cold. If you have dual wheels, you will want to add extension hoses to the valve stems to make the job of checking tire inflation easier. A word of caution: if you add extension hoses, you must replace the rubber valve stems with all steel valve stems. The added weight of the extension hoses can cause rubber stems to leak air, resulting in under inflation.

Ozone in the air and UV rays from the sun shorten the life of your tires. It is not uncommon to see RV tires with low mileage and plenty of tread that are ruined by the damaging effects of ozone and UV rays. Ozone in the air causes tires to dry rot and deteriorate. UV rays from the sun make it happen quicker. This is especially true of the tire's sidewall. Inspect your tires for checking or cracks in the sidewalls. If you notice any damage, have them inspected by a professional. There are basically two ways to protect your tires from these elements. Keep them covered with covers that will block out the sunlight when not in use, or for long-term storage, remove the tires and store them in a cool dry place away from the sunlight. I also recommend that you place something like a piece of wood between the ground and the tires. Be sure that whatever you use is larger than the footprint of the tire.

The age of your tires is another factor that contributes to tire failure. I learned this lesson the hard way. I bought an early model Jeep CJ7 to tow behind our motor home. After completely restoring the vehicle, we were ready to try it out. The tires that were on it looked to be in excellent condition.

Continued on page 16...

Rally opportunities

You are welcome (and encouraged) to attend any of these rallies! For details, contact chapter president (see next page).

October 2011 –

- T/B/A Desert Rats, Paso Robles, Calif.
- T/B/A Blue Ridge Discoverys, Rolling Rally
- 12-16 Heartland Discoverys, Branson, Mo.
- 15-17 Texas Disco Road Runners, Thackerville, Okla.
- 17-22 **DOAI national rally, Shawnee, Okla.**

November 2011 –

- 2-6 Blue Ridge Discoverys, Dillard, Ga.
- 4-7 Florida Discovery Sunshiners, Bushnell, Fla.
- T/B/A Dixie Travelers, Location T/B/A

January 2012 –

- 29/2-3 **Southeast region rally, Seffner, Fla.**

March 2012 –

- 30/4-3 Florida Discovery Sunshiners, Seffner, Fla.

June 2012 –

- 21-25 Midwest Discoverers, Akron, Ohio

September 2012 –

- T/B/A Midwest Discoverers, Ottawa, Ont.



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

Helpful contacts for Discovery owners

Allison Transmission, GM Corp.	800.252.5283	Freightliner Custom Chassis Corp	800.385.4357
Atwood Mobile Products	800.825.4328	Fuel: cost calculator	www.fuelcostcalculator.com
Camping/travel/rest areas/reviews/tips websites:		Fuel: local U.S. gas prices	www.gasbuddy.com
.	www.aboutrv.com	General Electric	www.geappliances.com/geac/
.	www.accesscamping.com	Goodyear Tire & Rubber	800.321.2136
.	www.campingroadtrip.com	Intellitec	800.251.2408
.	www.findapark.mobi	Kidde Safety products	800.880.6788
.	www.interstaterestareas.com	Kwikee products	800.736.9961
.	www.roadnotes.com	Magnadyne	800.638.3600
.	www.rvdumps.com/dumpstations	MCD Innovations	www.mcdinnovations.com
.	www.rvingwithdogs.com/	Michelin North America	800.847.3435
.	www.rvparking.com	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	RV Fog Dr.	501.278.3015
Cummins, Inc.	800.343.7357	RVP (Coleman)	316.832.4357
Denso (call Fleetwood)	800.322.8216	RVP (Suburban)	423.775.2131
Discovery parts:		RV technical help	www.rvtechtips.com
Fleetwood RV, Inc.	800.322.8216	Spartan Chassis, Inc.	517.543.6400
Sullivan RV Sales & Service	800.720.0484, Ext. 6	Splendide	800.356.0766
Walt's RV Supplies	909.823.0563	Thetford Corp.	800.521.3032
DOAI name badges:		Trojan Battery Co.	www.trojanbattery.com
The Signman	407.365.3722	Velvac	800.783.8871
Dometic Corp.	800.544.4881	Winegard	800.288.8094
Fan-Tastic Vent	800.521.0298	Xantrex Technology	800.670.0707
Fleetwood RV, Inc..	800.322.8216		

Additions to this list are welcomed!

Send your suggestions to doaiexpress@discoveryowners.com

DOAI board of directors, chapters and presidents, founder/president emeritus, and committee chairmen

BOARD OF DIRECTORS

President

Marshall Godwin, 8071 Windsor Dr, King George VA 22485-5210; 540.663.3725; 540.379.6767; marshall@megodwin.com

Executive vice president

John Baker, 8419 Clover Leaf Dr, Richmond TX 77469-4867; 281.341.7177; 281.814.0004; bakerjohn@swbell.net

Vice president for development

Bob Soltwedel, 4736 Harwich St, Boulder CO 80301-4217; 303.530.0775; 303.513.8548; bob.soltwedel@gmail.com

Secretary

MaryAnn Crowell, 207 County Rd 3000, Lott TX 76656-3828; 254.584.2400; 254.644.6225; relxn1@aol.com

Treasurer

Pete Palasota, 8106 Knottingham Dr, Waco TX 76712-3406; 254.772.3791; 254.722.2653; petenmarthapal@aol.com

Vice treasurer

David Blomstrom, 7503 Foster Creek Dr, Richmond TX 77469-9766; 281.341.6962; 713.907.5022; davidblomstrom@aol.com

National rally master

Position is vacant

Past president

Phil Yovino, 214 Fairfield St, Shoreacres TX 77571-7155; 281.867.1809; 713.203.3114; pdyo@sbcglobal.net

North central region vice president (IL, IN, IA, KS, MI, MN, MO, NE, ND, SD, WI, MB, NU, ON)

Position is vacant

Northeast region vice president (CT, ME, MA, NH, NJ, NY, OH, PA, RI, VT, NB, NL, NS, PE, QC)

Jack Romeyk, 14 Avondale Dr, Islip NY 11751-4402; 631.277.2157; 631.889.2731; captjackro@yahoo.com

Northwest region vice president (AK, CO, ID, MT, OR, UT, WA, WY, AB, BC, NT, SK, YT)

Bob Williams, 1103 W Eclipse Dr, Saint George UT 84770-8027; 435.652.9842; 801.971.6012; rgwilliams@sisna.com

South central region vice president (AR, LA, OK, TX)

Joe Stewart, PO Box 9100-176, Bandera TX 78003-9100; 830.535.6633; 830.460.0683; retafwx@aol.com

Southeast region vice president (AL, DE, FL, GA, KY, MD, MS, NC, SC, TN, VA, WV)

John Ricciardi, 477 The Gardens Dr, Crossville TN 38555-0301; 931.707.9831; 252.619.7198; john.L.ricciardi@gmail.com

Southwest region vice president (AZ, CA, HI, NV, NM)

John Bujnovsky, 8129 Bay Colony St, Las Vegas NV 89131-6707; 702.360.9718; 702.528.2877; jbrving@yahoo.com

CHAPTERS AND PRESIDENTS

Blue Ridge Discoverys (GA, NC, SC, TN)

Charlie Harvell, 952 Laurel Springs Ln SW, Marietta GA 30064-3961; 770.424.5439; 404.213.1639; twoharvell@msn.com

Desert Rats (NV)

John Bujnovsky, 8129 Bay Colony St, Las Vegas NV 89131-6707; 702.360.9718; 702.528.2877; jbrving@yahoo.com

Discovery Pioneers (AZ, CO, KS, NM, UT, WY)

Terry Ven Roy, 2615 Lightning Way, Colorado Springs CO 80920-1412; 719.598.9238; 719.439.2743; tvenroy@msn.com

Discovery Texans (TX)

Clare Weber, 15814 Pebble Bend Dr, Houston TX 77068-1210; 281.537.0804; 281.772.3630; ec.weber@att.net

Dixie Travelers (AL, MS, GA, FL)

Manuel Salter, vice president, 125 McKee St, Hueytown AL 35023-1318; 205.491.9383; 205.542.0990; jlucky125@bellsouth.net

Florida Discovery Sunshiners (AL, FL, GA)

Ron Wacker, 1720 Sherwood St, Clearwater FL 33755-2937; 727-430-4322; discovery@rvfunhome.com

Heartland Discoverys (IL, IN, IA, KS, MI, MN, MO, NE, ND, SD, WI)

Bobby Simpson, 129 Ivy Ct, New Tazewell TN 37825-5399; 423.626.8038; 765.860.3591; simy36@aol.com

Louisiana Mudbugs (LA)

Fred Reid, 311 Camille St, Alexandria LA 71301-2702; 318.448.8545; 318.446.2339; fmreid@aol.com

Mason-Dixon Discoverys (DE, MD, NJ, NC, PA, VA, WV)

John Ricciardi, 477 The Gardens Dr, Crossville TN 38555-0301; 252.619.7198; john.L.ricciardi@gmail.com

Midwest Discoverers (IN, KY, MI, OH, PA)

Jerald Call, 6825 County Road 16, Butler IN 46721-9417; 260.868.2580; 260.927.5397; northpond@metalink.com

Northwest Adventurers (AK, ID, OR, MT, WA, AB, BC, NT, SK, YT)

Gilbert (Wally) Wallington, 1729 S Fairway Dr, Pocatello ID 83201-2311; 208.237.4655; gwallington@juno.com

Texas Disco Road Runners (TX)

Jay Keneson, 404 Cypress Springs Dr, Spring Branch TX 78070-4640; 830.885.6043; 210.827.1855; jayk@gvctc.com

FOUNDER/PRESIDENT EMERITUS AND COMMITTEE CHAIRMEN

Founder/president emeritus

Jim Devine, 102 Rainbow Dr #242, Livingston TX 77399-1002; 970.209.4757; f195810@gmail.com

Membership director

Portia Williams, P O Box 95, Saint George UT 84771-0095; toll-free 888.594.6818; doaimembership@discoveryowners.com

Merchandise director

Dick Tracy, 6 Cambridge Ct, Fleetwood PA 19522-1018; 610.207.2016; dtracy@ptd.net

Newsletter editor

Nina Soltwedel, 4736 Harwich St, Boulder CO 80301-4217; 303.530.0775; 303.570.2736; doaexpress@discoveryowners.com

Webmaster

Bob Cook, 876 Higgins Ave, Deltona FL 32738-7971; 386.860.8274; webmaster@discoveryowners.com

It's election time!

Following these instructions are bios and photos of the candidates running for office. On pages 13-14 you will find the mail-in paper ballot.

We encourage you, however, to vote electronically. All that is required is that you have a valid email address on file in the DOAI member database. We will be using a free Internet voting service provided by www.ballotbin.com.

If you vote via Internet

Internet voting is quick and easy. When the Internet voting opens at **12:01 EST October 1, 2011**, you will receive an email from ballotbin.com (if you don't find it in your inbox, check your junk folder). This email will contain a link that will take you to the DOAI ballot. Make your selections and cast your vote.

You can only click the link **once** since each member coach is only allowed one vote (same as the paper ballot). Procedures are in place to prevent voting both via the Internet and with a paper ballot. If someone submits both a paper ballot and Internet ballot, the Internet ballot will be counted and the paper ballot will be discarded.

The Internet voting list will show email addresses that have voted (but not how each voted), and each email address will show the membership number tied to that address. This list will be transmitted to the chairman of the nominating committee, **Phil Yovino**, when the Internet voting closes at **11:59 p.m. EST November 15, 2011**, accompanied by a list of total votes per candidate.

If you vote via paper ballot

If you choose to cast a paper ballot, you may send in your ballot at any time (you don't have to wait until October 1). The paper ballots must be received by Phil **no later than November 15**. The counting of paper ballots will begin on November 16.

The paper ballots **must** have your membership number **and** two-letter region designation on the upper left-hand corner of the mailing label portion of the ballot (if you neglect to put that information on the label, your ballot will not be counted and will be discarded). Before the paper ballot is opened for counting, a DOAI member (who will not be a counter) will check the membership number against the Internet voting list to make sure that member has not voted via the Internet. Then the membership number will be checked against the DOAI member database to make sure the voter is a dues-current member.

Once the legitimacy of the ballot is confirmed, the membership number is physically removed from the front of the ballot (the two-letter region designation is left on the label so the counters can

make sure the vote for region vice president is for the correct region), and the ballot is given to the two people who will be counting the paper ballots.

Bottom line

The counters of the paper ballots will not know who voted for which candidate, but they will be assured that only one vote per member coach is counted. This method, while a bit complicated, ensures your vote is private. ❖

The image shows a sample of an Internet ballot form. It consists of several sections, each for a different position. Each section has a radio button for a candidate and a 'Write-In' field. The positions and candidates listed are:

- DOAI PRESIDENT** (pick up to 1 of 2) (required): John Baker, Write-In: _____
- DOAI EXECUTIVE VICE PRESIDENT** (pick up to 1 of 2) (required): John Curtis, Write-In: _____
- VP FOR DEVELOPMENT** (pick up to 1 of 2) (required): Bob Soltwedel, Write-In: _____
- DOAI SECRETARY** (pick up to 1 of 2) (required): Mary Ann Crowell, Write-In: _____
- DOAI TREASURER** (pick up to 1 of 2) (required): Pete Palasota, Write-In: _____
- DOAI VICE TREASURER** (pick up to 1 of 2) (required): David Blomstrom, Write-In: _____
- DOAI NATIONAL RALLY MASTER** (pick up to 1 of 2) (required): Joe Stewart, Write-In: _____
- North Central Region VP** (pick up to 1 of 2) (required): Ivan Manley, Write-In: _____

A sample of the Internet ballot. Your ballotbin.com ballot will include only the region vice president candidate(s) for your region.

Nominees for 2012-2013 DOAI national board of directors

The nominating committee contacted many DOAI members over the past few months. While getting two people to run for each position proved to be impossible, the committee is pleased to announce the following candidates for your consideration. These good people have stepped forward and said they would be honored to help lead DOAI over the next two years. We thank them for being willing to serve the membership in this way. The brief bios and photos will introduce each candidate to you.

President

John Baker

John is currently serving as executive vice president, and is past president of the Discovery Texans chapter. As EVP, John determined the need and followed the path required to reincorporate our association and revised our bylaws and standing rules to comply with Virginia statutes. He is a



frequent contributor to the DOAI egroup, offering his life experiences from operating his Discovery for 12 years. He is currently lending his organizational expertise as rally master for the national rally in Shawnee.

In his professional life, John was active in the accounting and finance fields. In retirement, he serves several leadership roles in his church and participates in a number of civic

endeavors. His latest civic function is conducting tours of the local historic cemetery for groups of school children. He says you would be surprised how much fun this can be; the kids get a great Texas history lesson and don't even realize it!

John and Felesa have been married 45 years; they have one child and five grandchildren.

Continued on next page...

Nominees, continued

Executive Vice President

John Curtis

A native of Fort Worth, Tex., John served in the U.S. Navy for six years. He created a sales and service company for heavy equipment, and operated it for 35 years. During that time, John actively served his community, and as a 20-year Lion's Club member, he has served in many positions, including president. John also served four years as a member of the Garden Ridge city council.

John started the first Gold Wing motorcycle club in San Antonio, incorporating fun and charitable activities such as delivering toys at Christmas for the Elf Louise Program. Both John and his wife, Judy, are involved in a local church.

John and Judy, are members of the Texas Disco Road Runners. John serves as trail boss. Besides RVing, John enjoys hunting, fishing, motorcycling and reading, especially a good mystery. Recently, he discovered golf.



Vice President for Development

Bob Soltwedel

Currently serving in this position, Bob (along with his wife, Nina) was born and raised in Wisconsin. Married in 1957, they have two children and one grandchild.

Bob served in the U.S. Navy for four years. His professional life saw him involved in electronics research and development, quality control and CE Mark testing, and manufacturing engineering. He retired in 2002.

Bob and Nina are members of Discovery Pioneers. Bob served seven years as chapter treasurer. He co-chaired the vendor committee for the 2001 DOAI national rally, was the rally master for the 2009 national rally, and served four years as DOAI northwest region vice president. Bob's wife, Nina, is DOAI newsletter editor.



Secretary

MaryAnn Crowell

MaryAnn and her husband, Don, live in the small central Texas town of Westphalia. The Crowells are originally from upstate New York, and they retired to Texas in 1999.

MaryAnn and Don are members of the Texas Disco Road Runners. MaryAnn served as vice president of the chapter for many years, and currently serves as newsletter editor. She has been secretary for the local VFW auxiliary and the altar society of their church, currently serving as president of the society.

MaryAnn worked at the local school for a few years as secretary and computer teacher (to the staff), and is keeper of the local veterans' list. She designs the program for the community's Memorial Day salute, and created the posters and advertisements for most of their local events.

On the DOAI level, MaryAnn served as membership director from 2001 through 2004 before handing the reins over to DOAI's present membership director.



Treasurer

Pete Palasota

Pete is married to Martha, and they live in Texas. Pete graduated from Baylor University with a degree in business administration with a major in accounting. He is a CPA and worked for a CPA firm in Waco, and then joined a local business that was just getting started and served as comptroller. Pete was appointed the chief financial officer and the business grew to sales exceeding \$200 million. Pete retired in 1999.

As an active RVer, Pete has served several RV organizations: treasurer for the Freightliner Chassis Owners Club for nearly five years; treasurer of DeMontrond Travelers for four years; currently treasurer of Discovery Texans, as well as treasurer of Discovery International FMCA. Pete is currently serving as treasurer for DOAI.



Vice Treasurer

David Blomstrom

David is a native of Houston, Tex. He served in the U.S. Navy. He attended the University of Houston, graduating with honors in 1961.

David worked as a CPA both in public and private practice, and formed his own CPA firm in 1968. In 1999 he began semi-retirement, which he says is still working but not making much. He does tax work in and around his RV travels, cruises, and other tours (he loves to travel).

David attends as many chapter, regional and national rallies as time permits. He enjoys making new friends during these rallies, as well as the sometimes-new places he gets to visit. At times he is accompanied in his travels by his wife, Ginger, and/or their granddaughter, DD.

David hopes to continue RVing as long as his physical and fiscal health holds out, and hopes to see DOAI continue to grow as more and more Discovery owners learn the benefits of membership.



National Rally Master

Joe Stewart

Joe is a native of Missouri, but calls Texas home. Joe served in the U.S. Air Force and had a long career with the National Weather Service. Joe is a Viet Nam vet. He and Justine have been married 17 years.

The Stewarts are members of the Discovery Texans. They have enjoyed their relationship with the members they've met. Joe has served the chapter as wagon master. He has served two terms as south central region vice president.

Joe says, "We have chapters in Texas and Louisiana; I would like to see chapters in Arkansas and Oklahoma, as well as other chapters in west Texas and in the panhandle."

Continued on page 15...



Ballot Instructions for 2011 Election

1. Cut out this entire page on the dotted line.
2. Vote for one person for each office. If you vote for a write-in candidate, please **print** the name so there is no misunderstanding.
3. **Vote ONLY for your region's candidate for region vice president.** If you vote for more than one region vice president, no region vice president vote will be counted for your ballot.
4. Mark the boxes clearly.
5. After voting, fold the ballot on the dotted lines (see reverse), with mailing label (reverse of this page) on the outside.
6. Tape "envelope" securely closed on ends and flap edge.
7. **IMPORTANT:** Place your membership number and two-letter region designation (see example below) in noted area on upper left-hand corner. Your membership number is shown on the mailing label of this newsletter and on your membership card. **Your region is shown on page 10 of this newsletter.**
8. Only dues-current members are eligible to vote. If your dues are not current on November 15, 2011, your vote will not be counted.
9. Affix first class postage and mail.
10. Your ballot, when received, will be checked against the current membership number/region list (no names on list, just numbers and region designations). If the number is current, the number section is cut off the ballot and kept by a DOAI member, who will not know how you voted.
11. The unopened ballot is given to two other DOAI members (non-candidates) for counting. They will not know who cast the ballots.
12. Ballots received without a membership number and region designation in upper left-hand corner will not be counted, and will be discarded.
13. **IF YOU VOTE ELECTRONICALLY, DO NOT USE THIS PAPER BALLOT.**

Deadline to receive ballots is November 15, 2011. Ballots received after that date will not be counted. Mail your ballot soon!

BALLOT

Executive Officers

▼ Write-in votes go here – print name and check box. ▼

President

John Baker _____

Executive Vice President

John Curtis _____

Vice President of Development

Bob Soltwedel _____

Secretary

MaryAnn Crowell _____

Treasurer

Pete Palasota _____

Vice Treasurer

David Blomstrom _____

National Rally Master

Joe Stewart _____

Region Vice Presidents

◆ ◆ Vote ONLY for the candidate representing YOUR region ◆ ◆

North Central Region (NC)

Ivan Manley _____

Northeast Region (NE)

Jack Romeyk _____

Northwest Region (NW)

Bob Williams _____

South Central Region (SC)

Jay Keneson _____

Southeast Region (SE)

John Ricciardi _____

Southwest Region (SW)

John Bujnovsky _____

DOAI Membership No. & Two-Letter Region

 222 NC

Example of upper left-hand box on front of "envelope"

DOAI Membership No. & Two-Letter Region

Affix
First
Class
Postage

PHILIP YOVINO, CHAIRMAN
DOAI NOMINATING COMMITTEE
214 FAIRFIELD ST
SHOREACRES TX 77571-7155

Nominees, continued

North Central Region Vice President

Ivan Manley

Ivan is a retired computer science type, having graduated from UCLA in 1966. He worked at the Boeing Company for 18 years, then Manley & Associates for 10 years. That company was bought by Electronic Arts in 1996.

Ivan and his wife, Carol, hit the road in 2005 and have put over 100,000 miles on four Discovery coaches. The couple plans to travel four to six months each year, visiting family and wineries around the country. They are members of Heartland Discoverys and Blue Ridge Discoverys chapters.



rally since. The couple has been involved with vendors and seminars at four rallies. Bob's wife, Portia, serves DOAI as membership director.

South Central Region Vice President

Jay Keneson

Jay retired in 1993 from the Army with over 30 years of active service. He and his wife, Lorrie, are members of the Texas Disco Road Runners chapter.

Jay served as rally master for the chapter for two years and later became DOAI's national rally master. Jay also served as rally master for the DOAI 2006 national rally.

At present, Jay is in his second year as president of the Texas Disco Road Runners, and would be happy to serve as vice president of the south central region.



Northeast Region Vice President

Jack Romeyk

Jack is a lifelong resident of Islip, Long Island, N.Y. His three sons, their wives and four grandchildren also live there. He became a widower in 2003, and now travels about eight months out of the year with his poodle puppy, Amos.

Jack worked for Fire Island Ferries for 48 years, ferrying people from the mainland to Fire Island, a barrier island on the south shore of Long Island, beginning as a deckhand and working his way up to manager and captain.

Jack enjoys the friends he has made and he buys Discoverys because of the people in the DOAI club.

Jack has been a DOAI member and a member of the Nor-Easters chapter since 2001. He is also a founding member of the Midwest Discoverers chapter, and has served two years as vice president. He has attended all but one DOAI national rallies since 2002.

If he is elected, his goal is to bring more activity back into the northeast. Jack would also like to revive the Nor-Easters chapter.



Southeast Region Vice President

John Ricciardi

John and Alice are originally from New Jersey, where John was a police officer. He retired after 26 years of service and the couple traveled around the country.

They began camping in a pop-up trailer and progressed to a travel trailer and then a fifth wheel. Their 2003 Discovery is their second motor home. John and Alice have attended every national rally since the 2004 in Sedalia, Mo., and have attended as many of the southeast region rallies as possible.

John is currently serving as the southeast region vice president, as well as president of the Mason-Dixon Discoverys chapter.



Northwest Region Vice President

Bob Williams

Bob was born in southern Idaho and graduated from Utah State University at Logan, Utah. He and Portia married in 1964 and Bob worked at the Nevada test site. They moved to Salt Lake City, Utah, for the remainder of Bob's career as a computer/systems programmer for an aerospace company. He retired in 1999.

Bob and Portia began RVing in the early 1970s, and are now on their second Discovery.

Bob and Portia attended their first DOAI national rally in Indiana in September 1999, and have attended every national



Southwest Region Vice President

John Bujnovsky

John and his wife of 51 years, Shirley, live in Las Vegas, Nev. They have two children and four grandchildren.

John was instrumental in the forming of the Desert Rats chapter, and serves as president.

John says, "My goals as vice president of the southwest region are to continue recruiting new members to the DOAI, as well as new members to the chapters in the region. DOAI brings people together who own the same type of motor home, and there is always a lot to talk about."



Now that you have "met" the candidates, please take time to cast your ballot, either by utilizing the paper ballot, or (when you receive the email notice) by voting online. ❖

More tech tips from Mark Polk

Rules for dumping your holding tanks

One golden rule for RV holding tanks is to never dump the black water tank until it is at least two-thirds full. You can check the tank levels at the monitor panel. You want the tank nearly full so the weight and the gravity will force the contents of the tank to drain properly. Another golden rule is to never leave the black tank valve open at the campground and expect the toilet to drain or flush like the toilet in your home. It won't work. ❖

RV tire failure 101, continued from page 8

There were no signs of damage from the sun and the treads looked as though they were used very little. We towed the Jeep from North Carolina to Florida and from there to Colorado and back to North Carolina with no problems. Shortly after that we towed it to Pennsylvania. A couple hundred miles into the trip, a front tire blew out, damaging the inner fender, shock absorber and an area below the door. I replaced the tire with the spare and within another 100 miles the spare blew out, resulting in more damage.

After getting a new tire and going back to pick the Jeep up alongside the Interstate, we took it to a tire store to have the remainder of the tires replaced. The technician came in and explained that the tires were nine years old and even though they looked to be in good shape, they could not handle the stress put on them. He also explained that all tires manufactured in the United States have a DOT number. The DOT number on my tires was on the inside sidewalls. The last three or four digits in the DOT number identify how old the tire is. Older tires used three digits. The first two identify the week of the year that the tire was built and the third identifies the year. Newer tires use four digits. Again the first two digits are the week of the year and the last two identify the year, i.e. 3202 is the 32nd week of the year and 02 is the year 2002. If you question the age of your tires, especially on a used RV, and

you can't find the DOT number, have them inspected by a qualified tire center.

Have you ever owned a vehicle and **neglected to have the tires rotated** and one day you suddenly notice that the front tires are worn out but the rear tires look fine? I'm sure that this has happened to most of us until we learned the valuable and expensive lesson of not rotating our tires. If one tire shows signs of wear faster than another tire, it may be a signal that something other than normal tire wear is happening and you should have it checked. But if it's just normal tire wear, you can even out the wear and extend the life of your tires by having the tires rotated on a regular basis. Talk to your tire dealer about proper tire rotation intervals.

In closing

Tire failure can be extremely dangerous and can cause extensive damage to your RV. There are no guarantees, but by practicing good tire maintenance you can feel much safer and secure that the weakest link on your RV will do its job while you're out exploring this wonderful country we live in. ❖

© 2006, Mark J. Polk. Reprinted with permission. RV expert Mark Polk, seen on TV, is the producer and host of America's most highly regarded series of DVDs, videos, books, and ebooks at www.rveducation101.com. Sign up for your free RV Education 101 newsletter at www.rveducation101.com/email/

Protect yourself against unexpected blowouts

As you get ready to set out in your motor home on a highly-anticipated trip, Good Sam Club wants to make sure you are prepared for one of the most common RVing road hazards – tire blowouts. Tire failure is the cause of 60 to 70 percent of all Good Sam Vehicle Insurance Plan comprehensive claims, but there are steps you can take to ensure you don't fall victim to this trip hazard. As you prepare your motor home for your next trip, follow these nine simple tire safety tips:

1. When the tires are cold, check the air pressure to ensure they're within the manufacturer's suggested guidelines.
2. Don't let air out of a hot tire. Doing so may result in an under inflated tire when it cools.
3. Level your motor home and chock the wheels whenever it will be parked for a couple of days or longer.
4. If a tire is punctured, have it dismantled and professionally repaired from the inside.
5. Don't use petroleum- or alcohol-based tire products. This can accelerate tire wear.
6. Replace any tire that is over seven years old, even if it looks new.
7. Help prevent ozone and UV damage by washing your tires with mild soap and water, scrubbing them with a soft brush.
8. Be sure to keep your tires covered when your motor home is off the road.
9. Know the weight of your motor home (when loaded), and make sure your tires are rated appropriately.

Unfortunately, life happens, and unexpected tire blowouts can, too. It's always best to make sure to have a current insurance policy to protect yourself from these types of mishaps. Good Sam VIP is a comprehensive insurance plan that caters to specific RV needs. For example, if your RV and dinghy are ever involved in the same covered accident while they are attached, Good Sam VIP allows you to put both on one convenient policy so you'll only be responsible for one deductible, not two. ❖

© 2011, Good Sam Club. Reprinted with permission.

Hundreds die each year from under inflated tires

According to the National Highway Traffic Safety Administration (NHTSA), under inflated tires contribute to 660 fatalities and 33,000 injuries each year. Other government research shows that about one in four passenger cars and nearly one in three light trucks have at least one significantly under inflated tire. "Heat is a tire's number-one enemy," said **Dan Zielinski** of the Rubber Manufacturers Association. "Under inflated tires cause heat buildup that can damage tires and lead to failure. If you combine that with hot summer temperatures and fully loaded vehicles traveling at highway speeds, you could be at risk for tire failure." ❖

Reports from chapters and regions



Chapter prez
Charles Harvell

Blue Ridge Discoverys

The Blue Ridge chapter did not have a summer rally this year, but members traveled to the northwest and Alaska, and a couple of our members visited the Maritimes, Canada. Several are planning to caravan to the national rally and will visit Branson, Mo., after the rally.

Our next chapter rally will be our annual fall gathering in Dillard, Ga., beginning November 2. The fall leaves should be at their peak. We will plan our spring rally during this meeting. We are looking at the beach and a couple other places. We welcome new members **Morris and Donna Purdy** of Raleigh, N.C. ❖



Chapter prez
Bobby Simpson

Heartland Discoverys

It has been a slow summer for the Heartland chapter, with the high price of fuel, several floods, and exceptionally high temperatures. The Wisconsin/Michigan rolling rally was postponed until better conditions prevail.

Several of our members attended the FMCA rally at Madison, Wis., as individuals or with friends.

A pre-national rally will be held in Branson October 12-16 at Ozark Country campground. The hosts will be **Dan and Carlyne Krauter**. This is a Passport America campground; if you are a member of PA or the Escapees club, the rate is \$23 per night plus tax; otherwise \$40. The PA rate is only \$20 if you have a 30 amp coach. If your coach is a 50 amp coach, you will have to pay the higher rate. No coupling down to 30 amps.

Since we were a little skimpy on rallies this year, let's make a special effort to attend this rally. If you plan on attending the DOAI rally in Shawnee Okla., their early arrival day is October 16. So you can leave Branson and go straight to Shawnee. Hope to see you there.

This is also election year for our chapter. President and vice president offices will have to be filled. ❖



Chapter prez
Jerald Call

Midwest Discoverers

Hello from the Midwest Discoverers! Our June rally was a great success, and **Bob and Joann Wilkins** did a great job. We thank them for their hard work. We had 14 rigs at this rally.

Our fall rally was held on Long Island, N.Y. with **Captain Jack Romeyk** hosting. He did a great job and we thank him for all his hard work.

We have some new members from the spring rally: **Bob and Linda Halle, Jim and Sharon Mills**. Bob and Linda, along with **Dick and Sylvia Homes**, will be rally masters for the spring 2012 rally in Akron, Ohio. Tentative reservations for four nights (Thursday, June 21-Monday, June 25) for 15 sites will be \$45/night. We also reserved the pavilion for breakfast each morning and for dinner on Thursday and Sunday. There

are several Amish buffets for dinner and we can also have a home cooked dinner at an Amish home for \$15/person.

As for other stuff to do, the Football Hall of Fame is 25 miles away. The famous Lehman's hardware store is about 10 minutes away. There are several Amish farm and village tours, Shearer's factory (chips and snacks) in Brewster, or the Smucker's factory in Orville. Also, Guggisberg cheese factory.

The fall 2012 rally will be held in Ottawa, Ont. We made arrangements with the municipal park in Napean to reserve a minimum 10 sites for the "D" rally in September 2012. I have also met with a Member of Parliament who is willing to arrange a behind the scenes tour of Parliament and dinner for our group in the parliamentary dining room. Other events to be organized would be the breakfasts, and other meals such as the pot luck supper, welcome party, and hitch-up breakfast on the final day.

The Midwest Discoverers have a lot going on in our club. We welcome all the new members and hope they have a great time enjoying their Discoverys. ❖



Chapter prez
John Ricciardi

Mason-Dixon Discoverys

The Mason-Dixons have been active this summer, having rallies in Pennsylvania and North Carolina. They enjoyed golf outings, great homemade food and camaraderie, and there were at least ten rigs at each rally.

We are actively planning rallies for the 2012 season and it seems to be coming along very nicely.

This is our election year; the slate of officers is full and elections will be in October. The newly elected officers will take office in January. ❖



Chapter prez
Ron Wacker

Florida Discovery Sunshiners

The Florida Discovery Sunshiners are looking forward to hosting the southeast Discovery rally in January at Lazydays.

We will have a lot of fun things to do, as well as tech talks on our Discovery coaches. We plan on having happy hour every afternoon (bring snacks), not quite as many seminars as last year, along with entertainment. We want everyone to have fun, make new friends, renew old friendships and learn about your adventures.

Continued on next page...

Reports from chapters and regions, continued

There will be a covered dish dinner at least one night. If you aren't having fun at the rally, then you must not be in Florida. Please be sure to come and join us. Thanks from all the Florida Discovery Sunshiner members.

Our November rally will be November 4-7. Contact **Ron Wacker** at 813.240.6552 or discovery@rvfunhome.com. ❖



Chapter prez
Jay Keneson

Texas Disco Road Runners

Not much news since our last newsletter. The chapter is hanging in there with members and active rally attendance. As most of you know, this has been a summer of record for Texas and much of the USA.

We have had no rallies over the summer, but have been working with the Discovery Texans on the national rally to be held in Shawnee, Okla., in October.

Some of our members attended another the FMA rally at the Shawnee facilities in June and can tell you that the rally hall, meeting rooms and such are brand new and possibly the best that we've have ever seen. The rally should be outstanding and the local attractions great. Come and enjoy it with us. See you there! ❖

Northwest region

The summer is quickly slipping away and it is time to get ready for the national rally in Shawnee, Okla. We have been busy this summer traveling to Idaho, Wyoming, and Montana. Star Valley and Jackson, Wyo., provide a nice cool place to visit and allowed us time for golf. Glacier Park pro-



Region VP
Bob Williams

vided great scenery and the "Red Bus" gave another view of the park. I recommend either location as a great place to visit.

Now we must prepare to "Circle the Ds in Shawnee." The national rally is scheduled for October 17-22, with entertainment, tours, golf, seminars, food and other activities. Hope to see a good group at the rally. ❖



Region VP
John Ricciardi

Southeast region

The southeast region has been busy. Our chapters have been having rallies and planning more.

The Blue Ridge Discoverys had a rally at Greenbrier and are planning another rally for November in Dillard, Ga. This is a Blue Ridge annual event and it's a great place for a rally.

The Mason-Dixons had rallies in Pennsylvania and North Carolina and both were attended by about a third of the chapter, which is great.

The Florida Discovery Sunshiners have also had rallies this summer and are planning one for November. They are very busy preparing for the southeast region rally January 29 to February 3 at Lazydays RV Campground. This is a huge undertaking for a chapter that will be celebrating its first anniversary at this rally. Please plan to attend and make this a huge success for them.

You can get information on these rallies on the DOAI website. Safe travels to all. ❖



Webmaster
Bob Cook

Computer corner

Extending WiFi range

The increased availability of WiFi has been a godsend for RVers. However, most of us have experienced poor or no WiFi connections in our travels. This article will give you several alternatives to greatly increase your computer's WiFi range.

The key to increasing WiFi range is increase the antenna gain, height and transmit power. The antenna in your laptop is a simple antenna that is usually along the edge of the screen. The transmit power of your WiFi card is likely between 30-100 milliwatts (mw). This combination of low power and a simple antenna inside your coach on a table wire in use adds up to rather poor performance.

If we could use a high-power WiFi adapter with a good antenna located on the roof of our RV, our WiFi range could easily be extended to at least a quarter-mile. Here are several options for accomplishing this along with the approximate cost.

This option involves a minimal expenditure, but offers good bang for the buck. If you are a good online shopper, you



can find an inexpensive USB WiFi adapter for \$5. Add a 16-foot USB extension cable for another \$5. USB cables beyond 16 feet require special electronics and drive up the price, but this should be long enough for you to place the WiFi adapter on your roof.

You can improve on this option by purchasing a high-power WiFi adapter (at least 500mw – half a watt) and a high-gain antenna for around \$50. Definitely shop around for a model that has a removable antenna (so you can replace it with a better antenna, if needed). Also, to future-proof your investment, your WiFi adapter should be capable of also using 802.11n, which allows for much better distance, although it is not currently used by many public WiFi systems.

The last option is what I call the ultimate WiFi solution – the Wirie (www.thewirie.com). Note they have two versions: one uses a USB cable to connect to your computer, and the other creates a wireless access point. Take your pick; they are rugged and work great.

Continued on next page...

Computer corner, continued

Note that all of the options discussed above, except the WirieAP, connect to and provide Internet access for only one computer. What if you want to have more than one computer connected at the same time? The easiest way to do this is to use ConnectifyMe (www.connectify.me), which is a free program to turn your computer into a wireless access point using that computer's WiFi connection. The only caveat is that the computer must be running Windows 7.

Preventing computer attacks

In recent weeks, several of our members were attacked from either visiting a compromised website, or by just opening an email.

Sophos reports that over 30,000 new websites that harbor malware are discovered every day, some of them legitimate websites that got compromised.

The first step is to determine whether it is your computer that got hacked, or if your email credentials got stolen. The easiest way to do this is to either turn off your computer for a few days or at least don't have it connected to the Internet. If the spam messages continue with your computer turned off or when completely offline, then your email account has been hacked and you will have to work with your email provider to change your email address (or at least your login credentials – your email provider will guide you on this). If the spam messages stop with your computer offline, then you have a virus on your computer and changing your email address probably won't help.

Any good virus will be able to avoid detection for generally at least several months and sometimes much longer. The only way to ensure that your computer is clean is reinstall Windows and all your programs. This is made much simpler and faster if you have a known-good image of your OS. Either way, you will want to make sure that all your files (email, if you use POP3, pictures, and other files) are backed up from your C:/ drive. These are drastic measures that the average user is probably not comfortable with.

However, you can take the following actions that will at least remove all but the latest malware from your computer:

1. Download and run the Microsoft Malicious Software Removal Tool (www.microsoft.com/security/pc-security/malware-removal.aspx). Note that this tool is updated on the second Tuesday of each month, sometimes more often, so you will want to make sure that you have the latest version.
2. Download and run the Microsoft Safety Scanner (www.microsoft.com/security/scanner/en-us/default.aspx).



Note that this tool expires after 10 days. Ensure you always have the latest version.

Various PC security tool vendors also offer online scans and removal.

The best bet is to not get infected in the first place. However, most attack vectors are not against Windows, but against third-party programs. This means that you need to not only keep Windows updated, but also all your programs and drivers. Unfortunately, there is still a (sometimes huge) time delay between the malware taking advantage of these vulnerabilities and the time that updates are made available (and you have to remember to search for, download, and install all these updates).

The best consumer anti-virus programs will not protect you from all these threats. The testing that you see in various PC magazines is a farce because it is testing against only known threats. Even though they attempt to use heuristics to identify and block new threats, every vendor will tell you that this is, at most, only 40 percent successful – a far cry from the extraordinary testing reports you read about in the consumer magazines.

The simplest solution to keeping your computer safe is to run Windows virtually, and the easiest way for the average person to do this is with a program such as SandboxIE. Used properly, you don't have to worry about keeping anything updated. You can download my security presentations from the DOAI website for more information. Just make sure you thoroughly understand how SandboxIE works so you don't put data in the sandbox and expect it to be there when you empty it!

I also want to point out that the above practices may protect your computer, but they won't protect **you**. There are many attacks on your privacy and personal details that no amount of any of the above will protect you against. And you are still vulnerable even if you don't own a computer! Almost every day you read about some large company that has your personal data getting hacked, and that does not include the many more smaller companies, doctors, dentists, state agencies, etc., that have your personal data but never get reported when they are hacked (if they even know it).

This is why I highly recommend that everyone put a credit freeze at each of the three national credit reporting agencies. And, while you are at it, get rid of your **debit** card also. With a credit card, you are innocent until proven guilty; with a debit card, you must prove your innocence, meaning the money is gone and you have to cover it until you prove otherwise. ❖

In our thoughts and prayers

Prayers go up for these DOAI members: **Jackie Quinn**, who had neck surgery in June; **Kenneth Stanley**, who had a lengthy hospital stay in August; **Alice Stanley**, who had open heart surgery in July; **Della Bednarick**, who had knee surgery in July; **Jack Van Vleck**, whose wife, **Pat**, died from cancer in July; **Bud Emmert**, who had heart surgery in July; **Dot Yovino**, who is slowly but surely recovering from a stroke;

Pete Palasota, who had heart bypass surgery in June; **Jim Barrett**, who had knee surgery in June; **Mary Cook**, who had foot surgery in June; and **Bob Cook**, who had eye surgery in August.

Please let the newsletter editor know of anyone needing prayers and cards. Send an email to editor@discoveryowners.com. ❖



Mike Sokol

No~Shock~Zone™

Understanding and preventing RV electrical damage, part five Amperage

This series of articles is provided as a helpful educational assist in your RV travels, and is not intended to have you circumvent an electrician. The author and the HOW-TO Sound Workshops will not be held liable or responsible for any injury resulting from reader error or misuse of the information contained in these articles. If you feel you have a dangerous electrical condition in your RV or at a campground, make sure to contact a qualified, licensed electrician.

What's an ampere?

Besides being the name of the guy (Andre Ampere) who discovered that current flow caused electromagnetism, it's the measure of how many electrons are flowing through a wire or conductor per second. For those who are counting, that would be exactly $6.24151 \times 1,000,000,000,000,000$ (10 to the 18th power) electrons per second per ampere of current. However, the actual electron count isn't important, so you can just think of it as gallons of electrons per minute, using our water tank model [illustrated in earlier articles in this series]. And, yes, we call this effect "current" both when talking about the flow of water in a river, as well as the flow of electrons in a wire. Pretty cool, eh? It's often abbreviated as "amps" and you'll sometimes see it listed in milliamps (1/1,000 of an amp) on voltmeters. It takes 1,000 milliamps to equal 1 amp of current.



Andre Ampere

Pumps and hoses

If you look at the illustration on the right, you'll see a turbine pump pushing water counterclockwise around in a circle.

And depending on the pressure produced by the pump and the size of the water pipes connecting around in the circle, you'll either pump a lot of gallons per minute (gpm) or a few gallons per minute.

In this case, we're using a pump that can produce 120 psi (pounds per square inch) of pressure to move water around a pathway or circuit. And because we have a large diameter pipe all around, this circuit can support a lot of current flow without losing much energy or pressure in the process.

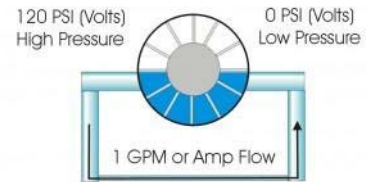
Small hoses

As you can see from the next illustration, if you use a very narrow pipe for part of this circuit, your gallons per minute (gpm) flow will be very low.

So if you have a pump that might be able to push 10 gallons per minute through a big pipe, it could be restricted to perhaps 1 gpm flow if you use too narrow a pipe for any part of the circuit.

And just like the garden hose you use to water the plants in the back yard, it won't be able to deliver enough water flow if it's too small in diameter or too long in length.

The exact same thing happens to electricity as it flows through a wire like an extension cord. Just like pipes, thick extension cords can support lots of current flow, while skinny extension cords can only support a small current flow.



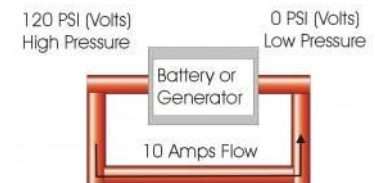
A smaller pipe (or extension cord) lets less current (amps or GPM) flow around in a circle (or electrical circuit). So no matter how hard the pump (or generator) pushes, you won't get sufficient flow without bursting a pipe or burning up an extension cord. NoShockZone.org

Big wires

Take a look at the illustration of the electrical circuit on the right. Instead of a pump, let's substitute a battery or AC generator, and instead of a pipe, let's use a wire going around in a circle, which we'll call a circuit (just like a horse racing circuit).

If the wire being used is large enough in diameter, then the generator or battery can push the full 10 amperes through the circuit without any loss, which is the typical amount of current your coffee pot might require to heat up water.

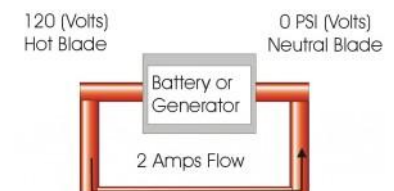
And as long as you don't try to push more amperes of current through a wire than it's rated for, all should be fine.



Large wires let lots of current (amps) flow around in an electrical circuit. A battery or generator is what pushes the current around in a circle. NoShockZone.org

Little wires

However, the exact same generator or battery could be in trouble when attempting to push those 10 amperes of current through a skinny wire or extension cord. Now, your generator might only be able to push 2 amps of current through the circuit since there's so much resistance to flow built into the smaller wires (think pipes).



Small wires let less current (amps) flow around in an electrical circuit before they overheat and catch on fire. A battery or generator can only push as much current as the smallest wire will support. NoShockZone.org

Continued on next page...

No~Shock~Zone, continued

And while you will certainly notice a significant drop in water flow from your garden hose if it's a bit too skinny for the job, you may not notice the problem you'll have from a small extension cord when it's supporting a lot of current flow. And that can cause all sorts of problems with your RV.

That's because, instead of just restricting the water flow in a hose, electrical wires can heat up to the point of catching on fire if you try to push more current through them than they're rated for. Ever lay your hand on an extension cord and felt it was hot? That's the problem with too much current; it causes heat. How much current is OK to run through an extension cord? Well, glad you asked.

Size me up

For those of you unfamiliar with extension cord and wire specifications, the lower the number of the gauge, the thicker the wire and the more current (amperage) that can flow through it without overheating. Sort of like shotgun gauges.



For example, a 14-gauge extension cord might be rated for only 15 amperes of current flow, while a 10-gauge extension cord could be rated for 30 amperes of current, depending on total length of the cable and type of insulation. And if you exceed the rated amperage capacity of an extension cord, then you're asking for trouble.

FYI: If you want a gauge tester for yourself, you'll need to order one from Amazon for about \$19 since the big box stores won't know what you're talking about. Here's what I use: Just search on Amazon for *General Tools 20 American Standard Wire Round Gauge*.

Flow capacity

More on this in a future article, but here's the basic AC amperage capacities of AWG (American Wire Gauge; standardized U.S. wire gauge system) standard wire sizes. As you can see from the chart, the lower the gauge, the larger the diameter of the wire and the more current it can carry without overheating. Also, it's of-

Gauge	Amps
14	15
12	20
10	30
8	40
6	65

ten noted that you should make the wire one size larger than called for in the chart if you'll be running a long distance. **Note:** 50 or 100 feet of extension cord from the campsite pedestal to your RV is a very long distance. Do not expect a 12-gauge extension cord to carry a full 20 amps of current over 50 feet or more. In that case, go to a 10-gauge cable to handle the current over that distance. And you can see that if you want to hook up to a 240 volt receptacle with a 50 amp circuit breaker, you'll need a 6 gauge extension cord if you'll be drawing current from the outlet at maximum capacity. And you know you will, because RVs are power hungry with microwaves, air conditioners, flat screen televisions, coffee makers, and all sorts of other electrical appliances. Using a cable with sufficient amperage capacity will also minimize your voltage drop, which can cause some electronic devices to misbehave.

Did I say **voltage drop**? I'm sure you've heard of it, but how many of you know what it really means? Well, that sounds like a good subject for the next article. So stick around while we continue learning about RV electricity and how to stay safe while using it. See you all next time.

Quick tips

- ★ Extension cords can heat up and catch on fire if you exceed their amperage rating by drawing too much current.
- ★ The lower the gauge number (AWG) on an extension cord or wire, the more current it can safely carry without overheating.
- ★ Electricity needs a complete circuit for current to flow from the high voltage side to the low voltage side of the generator or battery. That current is measured in amperes.

Future shock

Part six of this series (to be published in the January 2012 issue) will cover how amperage draw causes voltage drop, which is why your coffee pot can cause your lights to dim in your RV. Stay tuned. ❖

© 2010, Mike Sokol. All rights reserved. Reprinted with permission. Mike is the chief instructor for the HOW-TO Sound Workshops (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 for more electrical safety tips for both RVers and musicians. Contact him at mike@noshockzone.org.

Next time in Discovery Express...

Because this is the election issue, space was too limited for everything I had planned to publish. Thus, some very good articles are already slated for the January 2012 issue, including **John Maris'** helpful list of things you need to carry with you (parts that can fail), based upon the limited response he received over the summer to his initial request (see the July 2011 issue, **page 6** – perhaps there is time for you to send John your list).

Also planned are two informative articles on modifications by **Jim Fox** and **Gordon Sims**, an explanation of Flying J's current pricing practices submitted by **Teri Dykman**, and **Del Perry's** saga of his recent fiasco with his Discovery.

Stay tuned, and be sure to submit your articles, questions, and comments!

— Nina Soltwedel, Editor

DOAI free-to-members classified advertising

Discoverys FOR SALE

2002 38P: Low miles, mint condition, garaged. Ray Martin; 813.642.9248; franray1@verizon.net **\$70,000**

2003 39L: 48k mi, new tires/batteries; full tile throughout. Sandy Fields; 830.632.9326; thomfiel@earthlink.net **\$86,000 OBO**

2002 37U: 54k mi, clean, with Roadmaster Blackhawk tow package. Sam Hatcher; 850.387.0105; sambhatcher@cs.com **\$72,500**

2006 39L: 25k mi, garage kept, W/D, full awnings. Randy Smith; 423.956.4249; dihsmith@hotmail.com **\$124,900**

2004 39S: 43k mi, garaged, no pets/smoke, front bra. Max Beidler; 731.431.3126; maxbeidler@charter.net **\$97,000**

2007 39L: 24k mi, outside enter. center, no smoke/kids. Richard Rehmer; 660.988.0299; barehmer@yahoo.com **\$127,900 OBO**

2005 39S: 24k mi, new tires with 1.5k mi, sleeps eight. Virgil Newton; 509.223.4446; noot@nvinet.com **\$97,000**

2005 38U: 32k mi, renovated throughout, HD TVs. Dave Price; 850.591.4246; hoosierdaveprice@yahoo.com **\$89,500**

1999 37V: 80k mi, new house batteries, newer side-by-side refrig; no smoke/pets. Ray Beinlich; 847.525.3670 **\$45,000 OBO**

2005 39L: 55k mi, new tires/batts, no smoke/kids. Sue Garten; 847.366.8888; srgarten@netscape.net **\$127,900**

2008 40X: 19k mi, front kitchen, LCD-TV, many options. Gary Hayes; 605.321.0237; garyhys@yahoo.com **\$158,500**

2006 39L: 17k mi, excel. cond., no smoke/pets. Larry Lane; 402.455.7625; spudman2010@hotmail.com **\$122,500**

2003 38U: 47k mi, excel. cond., no smoke/pets. Tom Jones; 918.691.5339; taifish@hotmail.com **\$73,500**

2010 40X LE: Unique, 360hp, Spartan chas., res. refrig., stacked W/D. Eric Elya; 734.494.5574; elyal@yahoo.com **\$180,900**

1997 36RS: Awnings, power lev. sys., new TVs, always garaged. Barry McMillion; bearjillmc@hotmail.com **\$34,900**

2004 39L: Fully maintained, new batts/alt., range/oven. Gary Kisling; 503.805.0268; gary@garykislingcpa.com **\$89,900**

2006 39L: 26k mi, Sleep Number bed, Macerator, non-smokers. Paul Geist; 248.778.7673; pjgeist1@yahoo.com **\$117,900**

1997 36A: 92.5k mi, fully equipped kitchen, new tires. Bernadette Berger; 416.385.1670; bfberger@gmail.com **\$40,000**

2006 39L: 14k mi, outside enter. center, four slides. Russ Bernado; 814.590.0756; grumpa@pennswoods.net **\$124,900**

RV-related items FOR SALE

Rear wheel cover: 2001 D, 47 $\frac{3}{4}$ " wide, 31 $\frac{3}{8}$ " high. Robert Wilkins; 419.753.2502; nkvet@nktelco.net **\$250 + shpg**

Oven: From 1998 D, excellent condition. Jimmy Williams; 580.380.0000; jpw3840@westok.net **\$100 OBO**

J lounge: 2002 38D, lt. grey, 72" long, near perfect condition. Harry Spencer; hws2lms@yahoo.com **\$300**

Stabilus gas spring lifters for 2006 inside cab over door, w/brackets, new. Ron Hines; ronhines@juno.com **\$25** incl priority shpg.

RV lot: Lakeside in Florida w/unimproved coach house, beautiful grounds. Terry Snyder; 303.494.9040 **\$105,000 OBO**

Brake Buddy: Like new (used one time). Brenda Snyder; 812.522.4535; bksnyder4@gmail.com **\$500**

RV-related items WANTED

Right hand (larger) refrigerator door, Dometic RM 7732 for 1998 D. Alex Keller; 218.525.1385; amk_lnk@q.com

DOAI thanks membership sponsors and advertisers

Membership sponsors

We thank motor home dealers for supporting DOAI by paying for a year's membership for each purchaser of a **new or used** Discovery motor home:

Hayes RV.	888.429.3778	www.hayesrv.com
Lazydays.	800.500.5299	www.lazydays.com
McGeorge's Rolling Hills RV SuperCenter	800.462.2856	www.mcgeorgerv.com
PPL Motor Homes.	800.755.4775	www.pplmotorhomes.com
Tom Raper RVs	800.727.3778	www.tomraper.com

If you would like to join this elite group or have questions, details are available from DOAI Membership Director **Portia Williams** at doaimembership@discoveryowners.com or call 888.594.6818 (toll-free).

Advertisers

We thank companies and individuals for supporting DOAI by placing their ads in this newsletter:

Barry Burdette/Tom Raper RVs	800.727.3778	bburdette@tomraper.com
Frank Cason	423.552.5257	cason.frank@gmail.com
MCD Innovations	800.804.1757	www.mcdinnovations.com

If you would like to advertise your business/service/product or have questions, details are available from DOAI Newsletter Editor **Nina Soltwedel** at doaiexpress@discoveryowners.com or call 303.570.2736. ❖



Discovery Owners Association, Inc.
2012 Southeast Region Rally
Sunshine Celebration

Lazydays RV Campground, Seffner, Florida (800.905.6627)
ARRIVE SUNDAY, JANUARY 29; DEPART FRIDAY, FEBRUARY 3

Please complete **both parts** of this registration form.
Send Part 1 to Lazydays RV Campground and Part 2 to the DOAI rally registrar

Part 1. Cut here and mail this portion to Lazydays RV Campground, or call 800.905.6627
Discovery Owners Association Rally — January 29-February 3, 2012

Pilot Name: Last _____ First _____
 Co-Pilot Name: Last _____ First _____
 Home Phone _____ Cell Phone _____
 Email _____
 Street/City/State/Zip+4 _____
 Discovery Year _____ Model _____ Length _____ Handicap Parking? Yes _____ No _____
 Arrival Date _____ Departure Date _____
 Camping/Food/Entertainment Fee:
 \$265.33 for coach with **two** people / \$216.64 for coach with **one** person \$ _____
 _____ Number of additional nights at **\$39.16 per night** \$ _____
 _____ Number of guests at **\$48.69 per guest** \$ _____
Total \$ =====

Make check payable to Lazydays RV Campground and mail to
Lazydays RV Campground, 6210 County Road 579, Seffner FL 33584-3004
Deadline to register with Lazydays RV Campground is December 29. Lazydays RV Campground
cancellation policy: Prior to 72 hours, no charge; 72 to 24 hours, one-day charge; less than 24
hours or no show, no refund.

Part 2: Cut here and mail this portion to DOAI Rally Registrar Ron Wacker

Pilot Name _____ Co-Pilot Name _____
 Phone _____ Cell _____ Email/s _____
 Street/City/State/Zip+4 _____
 DOAI # _____ Arrival Date _____ Departure Date _____
 First DOAI major rally Y___ N___ Discovery Year _____ Model _____
 Chapter Member Y___ N___ Chapter Name _____ Officer Position _____
 Emergency Contact Name _____ Phone _____
 Rally Fee:
 \$15.00 per coach for **two** people / \$7.50 for **one** person \$ _____
 \$22.00 for notebook with printed copy of all technical seminars \$ _____
 \$7.50 for each additional guest \$ _____
 Guest Name/s & Address _____
 \$20.00 DOAI new member fee (if not already a DOAI member) \$ _____
Total \$ =====

Make check payable to Florida Discovery Sunshiners and mail to
Ron Wacker, 1720 Sherwood St, Clearwater FL 33755-2937
(C) 813.240.6552 — discovery@rvfunhome.com
Deadline to mail form is January 16. After that date, contact Ron by phone.

More Bits and Pieces – For electronic edition

📌 **Mark Polk**, often featured in this newsletter, now has an online RV how-to series titled “Mark’s RV Garage.” His efforts resulted in a 2011 Telly Award, a premier award honoring outstanding cable TV programs and Internet videos and films.

Mark’s RV Garage is a bi-monthly RV show featuring a vintage travel trailer restoration project, RV product reviews, RV product installations, easy RV upgrade projects, RV tips and information, RV Q&A segments and RV destinations.

You can access Mark’s presentations at rvconsumer.com, the home of “The Ultimate RV Education Center.” Congratulations, Mark! ❖

📌 Ever wonder about what is the best kind of toilet paper to use in your rig? There are a lot of claims out there, and if you’ve done some price checking, some of the brands touted to be best for an RV holding tank are considerably higher priced than regular brands.

Here’s a test **Rick and Tina DeMaris** tout to determine if your favorite brand of toilet paper is okay to use: Fill a medium container with water and drop in a couple sheets. Cover tightly and shake well (don’t stir). After a few seconds of rigorous shaking, stop and look at the results. If the paper has begun to disintegrate, it’s okay for your RV holding tank. ❖

👉 **Whom to contact with questions about ...** 👈

Membership number and renewal date: doaimembership@discoveryowners.com

Newsletter and electronic edition: doaiexpress@discoveryowners.com

egroup and bulletin board: webmaster@discoveryowners.com

Discovery Owners Association, Inc. membership application

Welcome to the premier non-profit organization for owners of Discovery motor homes by Fleetwood RV, Inc. DOAI is an organization intended to foster social opportunities and information exchange among all members.

Dues are \$20 for the first year (includes one-time \$4 administrative fee); \$16 for one-year renewal; \$45 (\$49 new members) for three years; \$75 (\$79 new members) for five years.

PLEASE...PAYABLE IN U.S. FUNDS ONLY!
Questions? Call toll-free 888.594.6818

Mail the form below with your check payable to *Discovery Owners Association, Inc.* to:

Portia Williams, Membership Director
P. O. Box 95
St. George, UT 84771-0095

Join/renew online at <http://www.discoveryowners.com>

Last Name _____ First _____ Spouse/Partner Name _____

Address _____

City, State/Prov., ZIP+4/Postal Code _____

Home Telephone _____ Cell Telephone _____

Discovery Year and Model _____ Email Address _____

Who recommended DOAI membership to you? _____

Check enclosed for \$ _____ representing (*check one*): One year Three years Five years