

SICK AND RECOVERING:

Hal Lively, Joe Burdette, Charlie Toole and Shirley Trivette.

Our prayers are with you for a speedy recovery and a rapid return to Dixielander activities.

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Movers and Shakers:

- | | |
|-------------------|-----------------|
| President | Ken O'Rourke |
| Vice President | John Nichols |
| Secretary | Flic Acosta |
| Treasurer | Chuck Chambers |
| FMCA Nat. Dir. | Don Leslie |
| Alternate | Alan Martin |
| Executive Com. | Harry Terrell |
| | Larry Wills |
| | Alma O'Rourke |
| Nominating Com. | Marie Hudson |
| | Carolyn Wills |
| | Don Walloch |
| Alternate | Betty Davis |
| Audit Com. | Gene Dotson |
| | Marie Hudson |
| GMCM East Rep. | JR Slaten |
| GMCM South Rep. | Alex Sirum |
| Photographer | |
| Sunshine Lady | Judy Acosta |
| Membership Chm. | John Nichols |
| Equipment Mgr. | John Richardson |
| Storekeeper | Allene Burdette |
| Webmaster | Ken Henderson |
| Newsletter Editor | |

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A NOTE FROM THE PRES:

How fast these years roll by. Aren't we fortunate that the human being has a better capacity for remembering the pleasant things and repressing those not so pleasant. It seems that I just gave up the position of Newspaper Editor, now I am doing it again along with being President. As I have told many people, replacing the President is a lot

easier than replacing the Editor. Then there are those that remind me, that's the way it used to be, a combined job. Oh well, we roll with the punches.

The year of 2005 is already rolling. We've had a very successful rally at Bean Station, thanks to Al and Marty and Trula and Ray, a record rally for the most coaches ever. The next rally at Maggie Valley, July 14 to 17th promises to be a good one as does the following one at Perry, GA. I think sometimes we try to pack too much into the agenda when we mostly enjoy each others company. That what makes The Dixielanders so great. Wonderful people sharing great experiences.

Ken O'Rourke

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RALLIES FOR 2005-6:

NEXT RALLY: Maggie Valley July 14 to 17th (See registration at end of newsletter)

PERRY GEORGIA: October 13 to 16th (See registration at end of newsletter)

JOINT RALLY WITH SUNSHINE STATESMEN, Jan 20 to 23rd:

The joint rally will be next January 20 to 23rd. We will check in on Friday 20th and check out on Tuesday the 23rd . It will be 4 nights stay. The address is Clerbrook Resort, 20005 U.S. Highway 27 Clermont ,Fl 34711. For reservations on early arrival or late check out please call 1-800-440-3801. Ask for Melody Hall if you have any questions. More details will follow in the next Newsletter.

TECH INFO :

Looking for a rebuilt 455?

Advance Auto Parts, Morristown, TN has 5 big block GM 455 1972 motors. Complete overhaul with pan, heads, RV cam (no intake manifold). Will ship on a skid to a local Advance Auto Store. Price--\$1652.00 plus \$300.00 core and tax. Total @ \$2150.00 delivered to your local Advance Auto Parts Store.

Per Al Samsel

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BRAKING SYSTEMS FOR YOUR TOAD?

DO YOU NEED A BRAKING SYSTEM?

If you tow a car behind your GMC do you realize that there is one to two tons of steel behind you pulling and pushing your motorhome? Pulling isn't much of a challenge; it just taxes your engine more. Now pushing is another problem. The brakes on a GMC are marginal to begin with and when you put two tons of steel back there pushing you when you stop you're definitely overtaxing the brakes and extending your stopping distance, which could be disastrous. Unless you are like a friend of mine who blew an engine and had his wife steer the GMC while he pushed the GMC home with the towed connected. Note: Don't try this.

But, first lets start with the proper hitch. Most hitches are "home grown" and some are marginal. Have you checked yours lately? Are there any cracks in the welding or frame and was it properly installed? Remember all the times you hit the hitch when pulling up a driveway or into a gas station? Remember all the towing force, both pulling and pushing is transmitted through your hitch. Better yet, have a professional check it.

Many people tow without a supplemental braking system and have had no problems. I must admit I have done the same prior to purchasing a braking system. There is another factor involved. What happens when the tow car brakes loose from the motorhome? The answer is that it goes wherever it wants. This is extremely dangerous. Depending where you are, it could head off in any direction and possibly kill some one or cause a secondary accident, and in any case most likely it will be wrecked.

The solution to both of these problems is to purchase, or make, if you're handy, a supplemental braking system. There are many on the market and they range in price from \$200 to \$1200 for a complete systems and depending on the degree of complexity, the more features, and the more expensive. Most are easy to install and some require a separate "through the firewall" installation. Another problem is the set-up time. How long does it take you to hook up the braking system? Some will take 10 to 15 minutes and others

will only take several minutes. Then there is the "progressive" application type, which progressively applies the brakes, as they are needed. Which is best for you? Another consideration is, how long do you expect to keep your towed?

Next and very important is, "What is the Law"?

There are only three states that are lenient. Kentucky and Missouri do not require any supplemental braking system. Oregon does require a supplemental system but specifies no minimum weight limit. Note: this is like the states with no speed limit, you're only wrong when something happens. Other states are as follows: North Carolina requires a supplemental braking system for all towing applications weighing over 1000 lbs. California, Idaho, Nevada and New Hampshire require systems for towed applications over 1500 lbs. Mississippi, Ohio and Utah require systems for towed applications over 2000 lbs. Then there are 32 states that require systems for over 3000 lbs. Delaware and Rhode Island require systems over 4000 lbs. Texas 4500 lbs., Alaska 5000 lbs., and Massachusetts over 10,000 lbs. Where do you do your traveling? Are you in violation? As you can see, the majority of States will require some sort of braking system when towing most vehicles, as most of them weigh over 3000 lbs.

I have not read or heard of any examples on how the law is enforced, nor do I know of anyone that has been ticketed for such. I suppose that they could divert all those pulling vehicles behind them into a weigh station like they do the trucks. Or they could pull out portable scales and weigh your toad on the spot. What I would guess is that in case of an accident there may be tickets issued based on the published weight of the vehicle being towed. Then the question of insurance becomes valid. By the way, does your insurance cover your towed vehicle? And does it require that you have a supplemental braking system? Does it require a "lock-down" feature to prevent runaway vehicles? Be sure to check with your insurance agent. How much does your tow weigh? The stated weight on my Tracker is 2980 lbs, but by the time I get it loaded it's more like 3500 lbs.

I have rectified the problem for myself and have purchased a "Brake Buddy" system with two extra features, a breakaway feature that will lock down all four wheels of the toad and not allow it to roll anywhere. The other feature is a signaling feature that will light a red light on the dash of the motorhome when the towed brakes are actuated even though you can feel the brakes when they come on which provides another feature that, if your motorhome brakes should fail, you can stop both vehicles with the towing brakes? Let's hope you also have safety chains, they're mandatory by law in all states. I tow a 2000 Chevy Tracker that weighs 2980 lbs. with specific requirements from the manufacturer when towing. And, have you checked with the manufacturer to verify that the particular vehicle you are towing is capable of being towed with four wheels down? How fast can you safely tow it? Do you have to stop every 300 miles to lubricate the drive train? Do you need a separate lube pump for the transmission? Is the warranty still valid if you tow it? All the above can seriously affect your pocketbook.

Another consideration is the "dolly" towing methods. Does the "dolly" have brakes and are two wheel breaks enough? I think that's enough for you to ponder till the next

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Bean Station

Again to Bean Station. "Going Home" gets better and better each year!!!! How do they do it ? Marty and Al Samsel, along with Trula and Ray Bingham with the more than able assistance of Jeanne and JR Slaten always manage to gather together a terrific crew to create delicious meals. To top it off, they have willing hands to serve and clean up at each meal. They all make it appear so simple and easy; however, everyone knows how much work is involved. We are all very grateful for the many hours of work and thoughtfulness willingly given.

There was so much going on every day, except Thursday when the rain stayed with us all day. It cleared in time for dinner and we all got to meet and greet many old friends and meet new ones. The guys either walked around giving opinions on any mechanical matter related to the coaches or just yacked. Most of the gals were busy catching up and helping in the Barn getting meals.

Those attending were: Acosta, Allen, Ayers, Bennett, Bezy, Bingham, Bramlett, Buchanan, Burkitt, Burson, Chambers, Clagett, Davis, DiLello, Dotson, Dugue, Fain, Folkman, Grove, Haddad, Harwell, Haught, Henderson, Holloway, Hudson, Hutchinson, Jackson, Jenkins, Jestes, Laird, Lewis J., Lewis K., Lyons. Malm, Martin, McDowell, Miller C, Moore, Morgan, Morrison, Musgrove, Nicholls, Odgen, Olsen E, Olsen L, O'Rourke, Perry, Rice, Richardson, Robertson, Samsel, Sanders, Slaten, Sommerdahl, Smith, Springer, Steele, Stewart, Stinnett, Tanner, Telgen, Terrill, Terry, Thomberry, Tyner, Walloch, Walters, Watson, Welch, Whelan, Whitton, Wills, and Worth. Guests were Dunlap and Flannery and then Hatch was a day visitor.

Golly, Gee. That is a whole mess of folks. I sure hope that I didn't accidentally leave someone one out. This might be our biggest Dixielander rally yet !!!! Thanks to Sue Chambers, careful list, everyone had a job to do at one time or another at the rally. Several men participated in KP to help their wives who were unable to help, or to just help in any way they could. Marty said they were a big help !!!! Thanks ever so much guys. They could probably use more help and support.... Hint ... Hint.

Friday was Flea Market time in the morning. After lunch Jo Telgen and Nan Malm taught 16 gals how to make the lovely glass block lights. A lot of giggles and "help" were heard during the session. Now, while the gals were busy (with lots of kibitz from an audience) the guys were

in another bull session. Guys, do you really need the mike volume that high?

Saturday morning was the regular meeting of the members. Elaine Henderson followed that with her book review session. The gals had a great time. Saturday night was Derby nite with lots of folks wagering on the race. We saw a lot of fancy, funny and generally interesting hats. At dinner a new young member, Parker Haddad, was honored on his 10th birthday with a cake and the singing of "Happy Birthday" by all. You ought to hear over 140 folks singing, it was great. You know, at this time I would like to personally say that we had several young folks there and they behaved better than some adults. It was such a pleasure to be with them. Thanks to the youngsters as well as their parents ! We love to have you every time.

Sunday morning coaches began pulling out early and we saw friends leave all morning.

We met new and some not so new members along the way during the rally. We played 'fruit basket turnover' and tried to be with 'new to us' members at each meal. Everyone we met was interesting and delightful as well as informative and enjoyable to be with. Now, more should try this system as it is a 'win win' situation. Unfortunately John and Rita Nichols had some bad luck on the way home. They are both OK but John thinks that he blew a right front tire on his tow car and it rolled the coach over on it's side, Rita had just taken over the "driver" duties, the coach was totaled.

Stay well, keep your coach in the road, enjoy life and hopefully we will see one and all at the next rally ---- Maggie Valley, NC. **Ellen Springer**

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Dixielander Minutes:

Minutes of the Dixielander Business Meeting May 7 2005

Bean Station, Tenn.

The meeting was called to order at 0905 by President O'Rourke followed by an invocation by Lew Ayres and a Pledge of Allegiance.

Minutes of the business meeting held at Lazy Days were read by Secretary Acosta. J.R. Slaten made a motion to accept the minutes as read and the motion was seconded by Jeannie Slaten.

The treasurer's report was read by Treasurer Chuck Chambers. The ending balance as of 30 April 2005 was \$7316.45.

The financial accounts were audited on 6 May 2005 by Marie Hudson and Gene Dotson and found to be accurate and in order.

Flic Acosta reported for the Sunshine team on the status of

members currently ill or recovering. Ron Davis spoke of the Rays and the loss of his sister. Also gave the backgrounds of both Dennis and Brenda.

Old business

President O'Rourke thanked Sandee Walloch and JoAnn Fain for their contributions as newsletter Editor and club photographer respectively. Also a thanks to Al and Marty Samsel, Ray and Trula Bingham and J.R. and Jeannie Slaten for their efforts in putting on this rally. Additional thanks was given to Bette Davis and all who aided her in putting on the Mexican meal for the roughly 145 members attending this rally.

Ken Henderson rose to address the issue previously discussed regarding engaging the services of Steve Canyon as webmaster to maintain a central listing of all members for the purpose disseminating a variety of information electronically. An example was given of the newsletter. Discussion was held regarding privacy; giving out names to other sources; the fact that at least a third of the membership did not have computers. Questions were asked as to the webmaster's motive for doing this service and the cost of the service. Ken H. responded that the cost would be 0 and names would not be marketed.

Also discussed concurrently was the current Dixielander website. There is \$95 due for last year's services. Ken asked if the membership wished to continue the site.

A vote was called for and the membership voted approval for both issues: to continue the website and to pursue the establishment of a centralized mailing list with individuals opting out if they chose.

New business

Bobbie Moore rose to express the need for the club to purchase 3 card tables for use by the members at Bean Station. It was noted that the President has discretionary authorization to expend small sums without voting and would look into it.

President O'Rourke asked for volunteers to fill the positions of club photographer and newsletter editor. No one volunteered for the newsletter editor position but Keith and Sara Lewis, a pair of our newest members stepped forward to take on the photographer duties.

The president read the proposed slate of officers for 2006:
President: John Nicholls, Vice President: Korby Rice.
Secretary: Flic Acosta. Treasurer: Chuck Chambers: National Director: Don Leslie: Asst. National Director: Allen Martin, Executive committee: Alma O'Rourke, Jerry Holloway, Harry Terrill. Nominating committee: Joanne Dotson, Peggy Buchanan, Joe Terry. Alt: Ray Bingham, Ken Henderson made a motion to approve the proposed slate by acclamation. The motion was adopted without dissent. Upcoming rallies: Maggie Valley, NC. 14- 17 July 2005. Hosts Jim and Peggy Buchanan; Gene and Joanne Dotson; Flic and Judy Acosta. Fall rally at Perry, Ga. On 13-16 October 2005. Hosts are Chuck and Sue Chambers and Jerry and Audrey Holloway.

January rally at Clear Brook RV Park at Claremont, Fla. Date not fixed yet. Hosts will be Dave Perry and John and Rita Nicholls. There being no further business, President O'Rourke called for a motion to adjourn. Motion was made by J.R Slaten and seconded by many. The meeting adjourned at 10:40 am.
Flic Acosta Secretary

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Give your GMC a spring Check over:

Give Your GMC a "Spring Shakedown"

After each period of non-use, regardless if the coach was winterized, stored in the backyard or kept in a closed garage for three months, each coach should be given a thorough once-over to get it ready for that next trip or for the upcoming camping season. Differing circumstances abound for different parts of the country, but by and large, every owner must at some point in time, go through the yearly ritual of what is termed the "spring shakedown."

Though the Woodall's RV Owner's Handbook lists over 20 areas to "shakedown" with over 60 specific tasks involved, here are three that many people miss, to get you started.

120-Volt AC System - Test the GFCI located at the panel board distribution box. Make sure it trips and fully resets. Even though it may click, snap or make some other type of audible noise, which in itself is no guarantee the GFCI is making and breaking the electrical contact. Leave the polarity tester plugged in or any 120-VAC appliance plugged into the bathroom receptacle or the exterior receptacle to perform the GFCI tests. The exterior and bathroom receptacles are two that must be protected by the GFCI. If the circuit is not broken when the GFCI is tripped, there is no GFCI protection and a replacement or at least further troubleshooting is necessary.

Fresh Water System - your fresh water tank will likely need to be drained and refilled with clean water. There are aftermarket items such as water tank fresheners and baking soda products that are designed for RV use that will help in this area. Now is also the time to clean or replace any filter or strainer that may be in the fresh water system. Some may be connected to the water pump or installed in-line to the pump. It is wise to replace the entire filter or the strainer element each year.

In our part of the country mud-daubing wasps like to build their mud nest in the most precarious places. Check the furnace intake and exhaust, if you don't have them covered by screens. They like to build nests in the electrical areas of the front under the "eyelids".

Mice are another pesky critter; they will chew and build nests almost anywhere. There are many remedies for the prevention of mice. The best is an old fashioned mousetrap. I put a citronella candle bucket with mothballs sprinkled on the top with holes

punched in the plastic top, under the back compartment. I haven't had any mice and I attribute the fact to my remedy.

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Rolling Over a 26 footer

On Monday the 9th of May, we left Maryville, TN at about 9:00 AM and by about 5:30 PM we had dumped and were ready to leave the rest area at mile marker 134 on I 65 south of Montgomery, AL. It was a beautiful, dry day. I asked Rita to drive for me for a while. Six miles later, the motor home and the tow car were facing back north after doing a complete roll. Normally, I am a pretty disciplined guy. On this day, I was not. I routinely check my ride height and tires on the coach and the toad every 200 miles. I pulled out of that rest area with nary a look. We pulled on the interstate ok as I climbed into the copilots seat. I noticed Rita fighting the wheel but I assumed she had let a tire drop over the edge of the pavement overlay and would get it back ok. About that time three semis blew past us and by the third one it was a lost cause. One aw shucks later we had gone through a complete roll and were talking to each other with nothing but blue sky overhead. The coach was up on its wheels against the tree line. We were virtually unharmed except for scrapes and bruises. We were belted in. (We didn't have shoulder belts and I'm not sure what they do when the walls go away.) We stepped out over the edge of the coach. A fire started in the gas fill area. I walked back up the hill, found my extinguisher, and went back and put the fire out. The emergency folks arrived about then. A look at the toad in the yard the next day revealed a flat on the right front which may or may not have happened during the accident. The tow bar had jerked away from the hitch. It did not break the Roadmaster cables but the snap link hooks were no where to be seen.

I think that the toad tire went down causing it to start being erratic and then the wind loads from the semis got the rear end to swing out of control

John & Rita Nichols

Editors Note: John and Rita had bruises and scrapes but otherwise were OK. The GMC was so badly broken apart that it was not salvageable and the Insurance Company gave it to John. No word yet on the settlement. (see next article)

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By Emery Stora (Vice President of GMCMI)

Insurance seems to be a current topic and I wanted to report on some comments from a fellow from RV Alliance I have spoken with at length at the FMCA Convention in Perry, GA.

Some companies sell an "**ACTUAL VALUE**" policy. They will ask you what you paid for the vehicle and then they will depreciate that figure each year. Since the GMC Motorhome typically cost about \$20,000 to \$30,000 when new and are now 24 to 28 years old they would typically offer to pay perhaps \$5000 to 10,000 on a total loss claim. They determine the value from Blue

Book values which are usually grossly understated for old motorhomes.

He felt that many people mistakenly feel that when they purchase a "**STATED VALUE**" policy that they will receive that amount in the event of a total loss. However, he indicates that a Stated Value is only the amount you state when you purchase the policy and the amount on which your premiums are based. This turns out to only be the maximum amount that will be paid to you if, after the loss, the companies claims adjuster agrees with you on the value. You might have a \$40,000 "Stated Value" but after a loss they might come back to you and only offer \$15,000 and you might have a battle on your hands trying to get a higher payment.

On the other hand, if you have an "**AGREED VALUE**" policy then you have a binding contract with the insurance company that you will be paid that amount in the event of a total loss.

He suggests that everyone should read their policy and look for an attachment stating what will be paid in the event of a loss. Even RV Alliance cannot offer an Agreed Value policy in all states.

The typical Auto insurance company does not issue Agreed Value policies -- some do, but most do not. An agreed value policy will require an appraisal of the motor home in advance and the amount will be stated on a rider attached to the policy.

Also, I was given some advice about the deductible on the policy. RV Alliance reduces the deductible by 25% each year that you have their policy without a claim. This is for both comprehensive as well as collision insurance.

The bottom line is that unless you have an "agreed value" policy you may be asking for a lot of grief in the event of a total loss. Many companies will not offer an agree value policy as it gives them no "wobble room". Make no mistake in assuming that the adjuster is on your side -- he gets his paycheck from the company and his job performance evaluation is based on how much he can save his company on claims.

The best is "Agreed Value" as it leaves no wiggle room. However you may not be able to find anyone that offers this policy.

Editor's Note: Don't confuse the three terms;

Stated Value
Agreed Value
Actual Value

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FMCA MEMBER BENEFITS:

FMCA has many benefits for the price of membership. These benefits are listed on page 58 and 59 of your April 2005 FMCA Magazine and include the following:

- Information Exchange
- Travel Services
- Financial Services
- Insurance
- Activities
- Discounts
- ETC.

Of those benefits listed, you should be aware of the **FREE** services, they are:

- Monthly Family Motor Coaching Magazine.
- Nationwide membership Directory
- Mail Forwarding
- Emergency Medical MEDEX PLUS, out-of-area medical and travel emergencies.
- Emergency Driver Availability
- Accidental Death Coverage (See Page 171 of the FMCA Magazine). Be sure to cut this out, sign it, name a current beneficiary and file with your insurance papers.
- Flying J gas discount card
- Anti-Theft Program
- Free Classified advertising in FMCA Magazine
- Free fellowship of all those that share your common interest of motorhoming.
- And most important to our Club, they provide Insurance for our rallies.

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FOR SALE:

1978 GMC KINGSLEY Beige w/Burgundy stripe, 26' MOTORHOME

w/less than 4K miles on Patterson Stage II balanced 403 engine. Transmission rebuilt. Differential 3.42. Last long trip - 10-11 mpg consistently. Headers w/new exhaust system. 3" tailpipe. Wired for cable TV & telephone front and rear. New vinyl floor throughout. Burgundy flexsteel driver & navigator seats. New large 2-door fridge. Microwave/Convexion oven. TV and built-in VCR in bedroom. New fresh water tank and pump. Dinette reupholstered with burgundy to match stripe on exterior of coach. Brakes rebuilt w/ new wheel cylinders, pads, shoes; all bearings replaced. Air bags excellent condition. Alcoa rims. Tow Saturn also available. Asking \$29 K total pkg. Will separate car in deal.

Bob and Marty Sanders 865.690.8752 or cell - 865.806.2288

1976 Royale Rear Bath

115K miles on an excellent 455engine with a rebuilt transmission. Headers with 3" exhaust pipe. New drivers and passenger seats. All mechanicals up to date. Electric fuel pump, Macerator and aux. Vacuum pump for brakes have been installed. Good air bags with Schrader valves. Minimum rut wander. A real buy at \$11,900Call Ken O'Rourke, 864-297-1893

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NEW MEMBERS:

Bob & Audrey Allen

15 Fowler Drive
Cartersville, GA 30121
770-330-8498

Bob Burkitt

11382 Marlette Dr.
Cincinnati, OH 45249
513-530-5021

Gordon & Emmy Dunlap

510 Brookhollow
White Oak, TX 75693
903-295-6828

Ernest & Carolyn Gentry

893 Brookside Dr.
Winder, GA 30680
770-867-6596

Joe & Vickie Haddad

7901 Circle Crest Dr.
Louisville, KY 40241
502-339-7037

Pete & Sherrie Lyons

926 Greenleaf Dr.
New Albany, IN 47150
812-944-8251

Barry & Lavondia Canerday

7900 County Rd. 25
Killen, AL 35645
256-757-9172

Monte & Hellen Jestes

8603 E, Lakeview
Stillwater, OK 74075
405-372-8015

Ray & Judy Alden

9249 July Lane
St, Augustine, FL 32080
904-471-6083

Terry & Darleen Moore

162 Leslie Drive
Hubert, NC 28539
910-326-5632

Change of Address:

Don & Sandee Walloch

161 Andrea Circle
Jackson, GA 30233
770-504-7829

Joe & Bonnie Terry

102 Lakecrest Ln.
Oak Ridge, TN 37830

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WORK RALLY:

By Ken Henderson

Well, some of y'all missed it again! The Dixielanders' Bean Station work rally,

that is. We got home late this afternoon after leaving BS early enough to stop at our son's for Mother's Day.

As usual, it was a wonderful rally -- this time the largest the Dixielanders have ever had -- about 75 coaches but I don't know the exact count. The weather was too cool for most of our tastes at night, but just right during all but the single rain day.

The service pit and all of the sheltered work space stayed busy with interesting, or a least badly needed, projects. We had quite a few newcomers this time and I think they all learned a lot -- about their coaches and about what a great group they've joined. At least two coaches got complete front wheel bearing replacements. The last wheel of those was a real bear -- the bearings just didn't want to come off of the hub. After breaking a general purpose puller, they almost broke the OTC puller on a Warner puller before resorting to a small hydraulic jack and breaking it! During supper last night I heard what was happening and that they were planning a final desperate attempt, so I dug out my new Darren Padgett puller. It required a 2' wrench applied with both arms and braced feet, but Monte Jestes pulled that bearing right off of there! You should get several sales from that demo, Darren! :-)

What a show was put on by Bill Bramlett and those other two Okies, Monte Jestes & Robert Musgrove! They might' nigh worked all of their skinny little butts off! They were busy from dawn to dark+ every day working mostly on other folks' coaches! Did great work, kept us all entertained & seemed to be thoroughly enjoying themselves. How 'bout bringing us some more like those two, Bill? (Bill Bramlett, from Tulsa, has been a Dixielander longer than my 6 years.)

Still can't believe you newbies in the southeast didn't show up! And those hunting JR Slaten just as well give up for a day or two -- he's probably still at BS cleaning up. He & Jeanne ALWAYS show up a few days early to help with preparation and stay late to help clean up. Tremendous workers! And a big asset to the Dixielanders.

Another great event was the launch of the Dixie Roaming Parts Group. Some of you have heard that a couple of months ago I bought the Toronado engine, transmission & final drive from a '71 Revcon. 25 members of the Dixielanders each sent me \$50 to become members of the engine coop for which I acquired it. A couple of weeks ago, three of our members pulled the drivetrain from the wrecked Revcon. One of them set up a Toronado front frame clip on a trailer and mounted the drivetrain for us to test run at Bean Station. After mounting temporary instruments, checking everything over and filling the fluids, we pulled the plugs, cranked it for a while to lubricate things, then checked the compression. With a range of 110 psi to 130 psi cold on a 1-year dead engine, we were comfortable with trying to start it up. Within in one crank revolution, it fired off and ran like a champ! It got lots more tests during the rally and always fired immediately -- everyone's wishing their coach would start as easily.

With a known good inventory, we had a couple of organizational meetings, adopted a page of rules, elected a spokesperson, and even bought another engine so we can properly support our 403 members! Quite a piece of work for a sideshow, I think.

Drive carefully and we'll meet again at Maggie Valley

Ken O'Rourke