



MONACO AMERICA NEWSLETTER

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RV Roundup in Oklahoma a Complete Success



The parking committee is ready to greet the coaches as they arrive for the rally.

The third Monaco America rally is now history. We met in Claremore, Oklahoma at Will Rogers Downs Racetrack. This is a great rally facility in Northeast Oklahoma.

Although the official activities did not commence until Tuesday morning coaches began arriving early. By Friday night seven coaches had arrived on site. This soon became a close knit group as we huddled together to watch the storm warnings on television. As a storm front, accompanied by tornadoes, left the Oklahoma City area and moved toward

Tulsa, several people began to worry. Assurances from the members who hail from Oklahoma did not help the anxiety level. As it turned out the storm split prior to arriving in Tulsa, with part going north and part going south. This is in keeping with the old Indian legend that Tulsa is protected by the Turkey Mountains on the west. This is the reason that Tulsa has not been hit by a tornado for many years. Our group had a meeting in the compound around 1:30 am to decide what our best course of action would be. By 2:00 the storm had passed and we just decided to go to bed.

Will Rogers once quipped that "If you don't like the weather in Oklahoma, just wait a minute. It will change". This was true of our week in Claremore. We saw cloudy, over cast skies, to warm and sunny days, to cool and rainy nights. Fortunately, most of our activities were indoors and we were able to stay dry.

Will Rogers Downs is a horse race track with some very fine facilities. In addition to the grandstand, restaurant areas and meeting rooms, the grounds have over 400 RV sites with full hook-ups, including 50 amp electricity. Although the track is not currently hosting races they have several horse boarding and training facilities. Throughout each day, weather permitting we could observe the trainers exercising the

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Claremore: Rally news
horses on the track.

Most of the volunteer staff arrived by Saturday and we were all set to welcome our members. The parking committee spent Sunday and Monday greeting each coach as they entered the grounds and escorted them to their site. The directions on the map that had been provided to our members were a little off and several members got an unexpected tour of downtown Claremore, before arriving at the rally site. The weather had cleared by Sunday morning and we had two full days of sunshine to get everyone situated at their campsites.

To get everybody started on the rally we had a wine and keg party Monday evening. A potluck dinner followed this. Our members outdid themselves with the food and a good time was had by all.

The local caterer did an exceptional job of providing breakfast and dinner for all three days of the rally. Breakfast was served each morning on the third floor of the track in the Turf Club. This gave a birds eye view of the facilities and the campgrounds. Following the evening cocktail hour dinner was served each evening in the Cowboy Room, the main meeting room at the track. This was followed each evening with professional entertainment.

Tuesday night's entertainment was Denny Yeary and Sheila Renee with the Branson Valley Boys. This couple is known as the "Sweethearts of Branson" and has been voted the number one morning show in Branson, Missouri. Wednesday night brought Vocalist Janet Rutland and Guitarist Tommy Crook. These are local celebrities who regularly perform in the Tulsa area. On Thursday we were entertained by Will Rogers, in the form of Gene McFall. Mr. McFall has performed as Will Rogers in 43 States since 1982. He toured as James Whitmore's understudy in *Will Roger's U.S.A* and was the first person, other than Whitmore to tour that show.

Several seminars were presented during the week. These included "Chassis Familiarization and RV Maintenance" with Wayne Abercrombie; "Electrical Management System, VIP Tow Brake, VIP Sensor, SeeLevel" with David &

Carolyn Sharkey; "RV Weight Safety" and "RV Tire Safety" with Walter Cannon; "Sky Med take you home" with Tom & Nancy Vickers. Also "RV Safety & Handling, Bilstein Shock, Tru-Trak Bar & ITV Bars" with Frank Damron; "Convection Oven Cooking" with Wilma Jean Alexander; and "Making Plastic Canvas Note Holder" with Sue McClure.

Kerr Kountry RV from Owasso, Oklahoma, was the resident Monaco dealer at the rally. They brought out ten new coaches for our inspection and a chance to trade up to a newer coach. They brought out examples of the Monarch, LaPalma, Knight, Diplomat, Camelot and Windsor. This is a new dealer to the Monaco family and showed they are well on their way to being one of the better ones.

The end of the rally was greeted with a large thunderstorm that moved in on Thursday night. This made Friday morning very interesting as our members broke camp and started heading out to their next destinations. Only three coaches experienced problems with muddy campsites but with the able help of employees from Will Rogers Downs and their trusty tractor we had everyone out and on their way.

Although this was a small rally, with only 62 coaches in attendance, it was a very friendly and fun group. We welcomed Page Robertson and Sara Spicer from Monaco to our clan. As always, Page shared his wit and wisdom with our club. This was Sara's first full rally and she showed us why she was selected by Monaco for the important job of Customer Events Coordinator. Also, we would be remiss if we did not recognize our Rally Master, Mac McClure. It was obvious that Mac had spent many hours over the past several months putting this rally together.



Monaco America officers: (l to r) Mac McClure, Anne Dorner, Bill Stone, Monaco Rep Sara Spicer, Dick Lennox, Cookie Baker, Marvin Norton and Doris Highsmith

Words From Our President

Well we did it! Monaco America held its first rally without the major financial help from the Monaco Coach Corporation. Many thanks to Mac, Sue and all the other volunteers that made the Roundup at Will Roger Downs Claremore, OK, such a success. A big thank you to those members that made the rally. It was really great to see old friends and to make some new ones. To those that missed it we hope to see you at the next one.

There were several lessons learned at this rally that the Board and I will attempt to remedy over the next few months in order that future rallies will be even better. The first lesson, and probably the most important, is communications. The Board and I need to communicate with you and you the members need to communicate with us. We need to tell you what's going on and when; you need to tell us what you want, and where you want it. Remember, communications is a two way street. Concerning telling us what you want, what you like or what you don't like; or anything in between, please sign your name to whatever correspondence you submit. The only thing worse than not letting us know what's wrong is not telling us who you are so we can get back to you and answer your concerns. Thanks.

If you're reading this newsletter you can see we are already working on the communication concerns. Many thanks to Rick Stone for volunteering to be our newsletter editor.

One of the best ways to have successful rallies is to have a lot of people involved in putting them on. Thus, we need volunteers for a variety of committees such as: Planning, Parking, Hospitality/Reception/Greeter, Service writing, Communications(at the rally), Information, Decorations, Scheduling, Special Events, Entertainment, Bartenders, Programs and whatever else we can come up with to get people involved. Since our By-Laws/Standing Rules state that the President is in charge of all committees and appoints committee heads; I need to know who wants to be on a committee and who wants to step up and be the leader of a committee (this is where the communication has to come from you). You may contact me by email at dlennox@wyoming.com or by mail: 10934 Coonrod Road Cheyenne, WY 82009 or call 307-634-4315 (after 6pm Mountain Time).

If you haven't heard, our next rally will be in Rayne, LA, in November. This rally will be in conjunction with the Monaco Coach Corporation's Come Home Rally. We will be able to have meetings, and perhaps a social function for Monaco America but the rally itself will be planned and funded by Monaco (we pay the same fee that anyone else that's attending the rally. If you haven't been to a Come Home Rally I highly recommend it; great food, great entertainment; lots of Monaco personnel (real technicians) and vendors. It's an event planned for 400 to 500 rigs so it's a lot bigger than we can do at the moment.

Well I've rambled on for too long so I'll stop for now. Again, any question please call, write or email.

Dick Lennox

Information Concerning the Monaco America Newsletter

The plan for our newsletter is to publish it on a quarterly basis. If you have information you would like placed in the newsletter please send it to the editor, Rick Stone, either by e-mail to:

oldchief1@aol.com

or by ordinary mail to:

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Second Vice President (Security) Bill Stone patrols the campgrounds during the RV Roundup in Oklahoma.

Fall Monaco America Rally Set for Rayne, Louisiana November 11-13, 2003

The original plan for the Fall Rally was to have it in Southern Florida as a pre-rally to Monaco's Come Home Rally. Monaco has changed their rally location due to the closing of Cypress Gardens. We will now have our Fall Rally in conjunction with the Come Home Rally, November 11 through 13, 2003. This will be in Rayne, Louisiana. We look forward to seeing all our Monaco America members at the Come Home Rally in Rayne.

Tech Topics by Larry Leadbetter

During our Men's Roundtable discussion at the Oklahoma Rally most of the people with Roadmaster Chassis's did not have a Roadmaster Lubrication Guide. I was using the lubrication requirements that are outlined in the Owner's Manual. This does not include all the critical lubrication points. This past spring, when leaving Florida, an ABS sensor light came on and I found out that the Disc Brakes on my 2001 Monaco Knight, with 25,000 miles, had hung up causing excessive heat. The calipers, pads, rotors and speed sensors had to be replaced. This could have been avoided if I had been aware the disc brake calipers should be lubricated every six months, as detailed in the Lubrication Guide. I traded my 2001 model for a new 2003 Knight

and the Lubrication Guide was in the box with all the other products guides. Check your manuals to see if you have yours. If not, request it direct from Monaco.

At another seminar on vehicle safety I found out that over 2/3 of motor homes are overweight on at least one wheel. It is very important to weigh your motor home after you have loaded it for travel. Axle weights do not always tell you the whole story, therefore you should have it weighted at each position on the front and rear. Your axles may look okay but one or more tires on that axle could be overweight. This causes excessive wear and possible catastrophic tire failures. The seminar showed how important it is to check your tire pressure every day. If you don't, the tires will not wear as long. You can find out more at a rally with a seminar by RVSEF, Recreation Vehicle Safety Education Foundation. Upcoming rallies are listed on their web sit, www.rvsafety.org.

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