

Rollin' Along

Official Publication of the Entegra Coach Owners Association

A QUARTERLY NEWSLETTER
FOR MEMBERS OF THE
ENTEGR A COACH OWNERS
ASSOCIATION

THE PREMIER ENTEGRA
DIESEL COACH OWNERS
ASSOCIATION



Featuring

- Upcoming Events
- Technical Hints and Information
- Recipes for the Coach Life
- Regional Activity
- And more

Travel Supreme
Insignia
Reatta
Reatta XL
Aspire
Anthem
Cornerstone

OCTOBER 2022

CONTENTS

Presidents Corner	1
From the Editor's Desk	2
Rally Ho' - Upcoming Events	3
Technical Hints and Information	3
Member Stories	9
Recipes for the Coach Life	17
Regional Activities	17
Membership	19
FMCA International Area	21
Links of Interest	21

Contact Information for Your ECOA Officers

- President – Wm. Patrick (Pat) Bauer
 - E-Mail: wmpbauer@verizon.net
- Secretary – Medarda Bauer
 - E-Mail: wmpbauer@verizon.net
- Treasurer – Goldie Hanson
 - E-Mail: treasurer@entegraowners.com
- Sr Vice President – Gary Jones
 - E-Mail: gary.jones@LSUS.edu
- Vice President – Michael Greenfield
 - E-Mail: mg3437@aol.com
- Vice President – Mario Lacute
 - E-Mail: mlacute1@yahoo.com
- Vice President – Don Enns
 - E-Mail: pulfit@mymts.net
- Vice President – Ken Wurtenberger
 - E-Mail: kenwurt@icloud.com
- Vice President Membership – Sandy Pas
 - E-Mail: membership@entegraowners.com
- National Director – Terry Walker
 - E-Mail: twwalk@aol.com
- Alt National Director – Wayne Baumann
 - E-Mail: wbauma@aol.com

Presidents Corner

Have you noticed the new Entegra Coach, Inc. Logo and the Round “Badge” appearing on Entegra sites and web pages? The new identifiers were shown during Homecoming 2022 and rollout has been occurring throughout the Summer.

**Entegra Coach Owners Association
(ECO)A Newsletter “Rollin’ Along”**

Volume 6 Issue 2, October 2022

Produced by: Dana Sawyer
dana.sawyer350@gmail.com





ECO A has placed the round “badge” on our website and Newsletter “Rollin Along”. One of the first questions asked and answered has been the identifier 301 on the round badge. The 301 signifies ECOA’s place in the Entegra accounting list for Jayco. Subsequent affiliates, websites, and such approved by Entegra or Jayco will also have their own numeric designation on their own specific badge.

ECO A has made a change to accommodate these new logos. No longer will our web page link to an outside vendor for apparel. Instead the web link will take you to the Entegra store for apparel. If you see the need for a particular item please let us know and we will communicate to the advertising department at Entegra to see if we can make an item available to our membership for purchase. This might be a bit cumbersome for a while but their current offerings are very limited. If there is an item, style, fabric, or vendor article that you are passionate about, PLEASE...don’t be shy about asking. Believe me, Entegra Coach wants us to wear their branded STUFF. You just have to help them identify the “stuff” that you would be proud to wear! The new designs

will soon appear on the new ECOA feather flags which are being donated by Entegra Coach, Inc.

Now, given that information, we are seeking a creative graphic artist who can create a new logo for the Entegra Coach Owners Association. It could be simple or complex, but it should avoid the old logo paradigm of the oval EC surrounded by the words Entegra Coach Owners Association. Please don’t consider this a contest with an award to be given out. We are seeking serious designers who can execute a design and submit it in a variety of formats as vector art. Please send all submissions to president@entegraowners.com.

Please refer to the EC article in this newsletter for more info.

From the Editor's Desk

Starting in the fall/winter of 2017, shortly after purchasing our Entegra coach and joining the Entegra Coach Owners association, I agreed to assist Tom Crowley with the publishing of the quarterly newsletter Rollin’ Along. After helping with two issues I somehow became the de facto editor as Tom moved on.

Continuing through this my 21st issue, I have been privileged to organize the articles written by both officers and members into quarterly newsletters containing helpful and relevant information for all members of the ECOA. Our newsletter was even recognized by the FMCA for its quality and content, receiving the Robert Richter Communications Award as an

outstanding publication for both member and public use.

Now it is time to bring in a new editor with fresh ideas that can take this newsletter to the next level. Edmond “Ed” L Prins is well qualified and has volunteered to take on the challenge. I know everyone will support him in this endeavor. I also want to encourage every member to submit just one article per year about an upgrade, fix, travel location, or even favorite on-the-road meal. Your stories are what make the newsletter a success.

My sincere thanks to those members and officers who have supported my efforts to prepare each issue of the newsletter and especially Pat and Medarda Bauer for their continuous encouragement through the past five years.

Rally Ho' - Upcoming Events

Please check the club website for upcoming rallies. You will need to login and register for the rally of your choosing. Waitlists will be available if the rally is at capacity. **Once you register you will be sent an electronic invoice. This invoice needs to be paid within two weeks or your spot will not be held.** This change allows others to register to attend.

2023 Events

- Tampa Super Show
 - January 17 - 22
Registration open

- Quartzsite
 - January 20 - 29
Registration open
- Creekfire, Savannah GA (pre-rally)
 - March 10 - 14
- Perry, GA–FMCA
 - March 14 - 19
Registration open
- New Orleans Rally
 - April 3 -6
- The Ridge, Sevierville TN
 - May 8 - 12
- Homecoming-Middlebury
 - May 23 - 26
- Canada: Calgary Stampede and more
 - July 13 - 26
- Elkhorn Ridge, Spearfish SD (Summerfest)
 - August 17 - 22
- Gillette WY–FMCA
 - August 23 - 26
- Normandy Farms–Foxborough, MA
 - September 18 - 22
- Albuquerque Balloon Festival
 - October 11 - 15

Technical Hints and Information

ENTEGRA REBRANDING
 By Alexandra Bontrager,
 Content & Communications Manager,
 Jayco Family of Companies

We are rebranding! If you have noticed the recent logo change for Entegra Coach, alongside of it comes some adjustments to our organization as well. You will be seeing a few new items including:

The new Entegra Coach corporate logo,
 A badge/circle logo for each of our Entegra affiliated clubs and social media platforms,

Our organization supporting ECOA a lot more.

This is an effort by the Entegra Coach team to align with Jayco corporate standards and provide a way of bringing together the community of Entegra RVers out here who have been using the logo in a wide variety of ways. As a part of Jayco Family of Companies, all of the brands are creating badges for various groups, forums, and organizations. The Entegra Coach team has provided the #301 badge to recognize ECOA as the first group in the Entegra lineup, and definitely the largest.

Over time, you will see more and more of these badges surface! Red indicates you are a part of the Entegra Coach group. Each group name is also listed on the custom badge and seeing the numbers for each group will show everyone just how big of a community we have out there. Being a “recognized” group means that you have the support of the Entegra Coach team and we are here for you, building a relationship and more.

We want to know what rallies ECOA is hosting too, so we can get involved. We want to keep open lines of communication to quickly escalate issues or suggestions to proper departments, and we want to follow your travels as you Live the Dream!

Alexandra Bontrager
Content & Communications Manager
Jayco Family of Companies

Archive of Hints and Articles By ECOA Members

Starting with the first **Rollin'Along** issue, technical and helpful articles have been included. The result is 21 previous issues available on the [ECOA Website](#) that can be accessed, each with an article of interest. Below is a list of articles by issue:

- July 2017
 - Trash chute for kitchen
- October 2017
 - Protecting Your Paint
- January 2018
 - Big draw fix
 - Towing guide
 - Cold air return magnet fix
- April 2018
 - Scheduling factory service
 - Levelers - setting the null
- July 2018
 - Dangling engine heater cord
 - Curbside water tank shelf
 - Sealevel II tank monitoring
- October 2018
 - Paint codes
 - Water filters
- January 2019
 - Transfer switch & surge protection
 - HWH active air
 - Route planning
- April 2019
 - Preventing RV tire failure
 - Coach start process
 - Power pulse battery maintenance
 - Safe-T-Plus steering control
- July 2019
 - Windshield Wipers
 - Dishwasher cleaning
 - Towing breakaway

- Air doubler
- October 2019
 - Tips for maintaining your coach
- January 2020
 - Winter travel tips
 - Battery terminal cleaning
 - Travel planning
- April 2020
 - Storage tips
- July 2020
 - DEF tips
- October 2020
 - Air system routine maintenance
- January 2021
 - Windshield wiper arm replacement
- April 2021
 - Fresh water tank sanitizing
 - Fire stopper
- July 2021
 - How to survive a DEF sensor fault
- October 2021
 - Upgrading internet service
- January 2022
 - Batteries
 - Sealevel II tank Monitor
- April 2022
 - Towing considerations
 - Tank cleaning
 - DEF/DPF
- July 2022
 - DEF sensor bypass
- October 2022
 - Goodyear RV Tires

Goodyear RV Tires

For what it is worth and hopefully no one is driving on RV tires that are nearly 20 years old; here is the latest from FMCA on Goodyear tires:

The Goodyear Tire & Rubber Company (“Goodyear”) has determined that 275/70R22.5 G159 tires manufactured between 1996 and 2003 (“Subject Tires”) installed on recreational vehicles may present an unreasonable safety risk due to tread separations and similar catastrophic failures resulting from conditions present in RV use, which may include overloading and/or insufficient tire inflation pressure that could affect vehicle control. A loss of vehicle control increases the risk of a crash. As a result, Goodyear has decided to conduct a recall campaign to replace free of charge the subject tires and to proactively promote participation in this campaign among owners of recreational vehicles.

To learn more, visit www.goodyearrvtires.com and look for the recall link at the bottom of the page.

Following the link you reach:
Goodyear Statement on G159 275/70R22.5
 While there is no safety defect in the G159 275/70R22.5 tire and few, if any, remain on the road, Goodyear - in cooperation with NHTSA - is initiating a voluntary recall of the tire to address risks shown to occur when the tire was used in an underinflated or overloaded condition on Class A Motorhomes.

This tire hasn't been made since 2003, it consistently met Goodyear's demanding safety standards, and we have not received an injury claim related to the tire's use on a Class A motorhome in more than 14 years.

However, the RV manufacturers who selected this tire for their motorhomes, had responsibility for determining and communicating appropriate load standards to their customers, and would have normally been responsible for vehicle-specific safety communications are no longer in business. Considering that unusual circumstance, Goodyear will conduct a free tire replacement campaign, including extensive outreach efforts to replace any tire that might still exist on these vehicles. Safety and product quality are and always have been Goodyear's top priority.

Following the next link:

You reach a recall notice that, in summary, says if the subject tire is on your vehicle they will replace it with a newer tire, pay mounting costs, and give you a voucher to have your coach weighed. If you have a subject tire, not on a vehicle, they will offer you \$500 for the tire.

Looking For A DIY Project? By Ken Wurtenberger, ECOA VP

One of the Spartan recommended chassis maintenance procedures is to periodically purge the air tanks to remove any moisture from the system. Spartan recommends that the tanks be purged before and after each trip. Our Spartan chassis has three air tanks, primary, secondary and wet tank, which provide the air to the system for braking and for

the airbags. Although the tanks are mounted to the chassis rail and out of sight, Spartan has attached colored lanyards to each tank. The lanyards are located on the passenger side of the Spartan frame, inside the front or rear (behind the tag) wheel wells or in the DEF tank compartment, depending on the year. The recommended procedure is as follows:

- Ensure the system is fully aired up
- Pull the lanyards in this order; gray, green and red (sequence is important as to NOT introduce any moisture from the wet tank)
- Hold each lanyard open until no moisture is heard 'spitting' from the moisture ejectors
- Excessive moisture should be investigated as this may indicate a system leak

Coaches equipped with the Spartan 'Safe Haul' system have a fourth air tank, separate from the main chassis air system. This tank should also be drained regularly, using the lanyard located above the DEF tank. This lanyard is readily accessible.

Although most, if not all of us, know of this recommended procedure, accessing the lanyards can sometimes be problematic. With the lanyards located behind the front or rear tires, reaching the lanyard location on the chassis rails can be difficult. Additionally, sometimes when the chassis undercoating is applied the color of each lanyard is unrecognizable, plus road grime can also obscure the colors. We either need extra-long arms or use an awning rod to reach the lanyards. Either method can be challenging to reach and locate the specific-colored lanyard to pull.

Working with Spartan during one of my filter / fluid change visits, the tech rerouted the three lanyards to the generator bay. Now the lanyards are easily accessible, colors remain

clean and visible and with some labeling, remembering the specific order sequence is no longer a memory jogger (see picture attached). I suspect that all the talented DIY'rs could perform this modification on their own and unlike me, save a few bucks!



Carefully, insert something like a small paperclip end into the nozzle to change its direction. Do not force the nozzle, its range of adjustment is small. For best results, adjust one set and check by running the window washer before moving to the next set. Also be aware that the results when parked will be somewhat different than when driving.

Jump Starter for Towed Vehicle By Dana Sawyer

Automobiles have become so reliable we sometimes forget that they can fail unexpectedly even though we take good care of them. There are a number of things that can be done to prepare for a dead battery in your towed vehicle, but by far the simplest and quickest solution that anyone can learn to use is a "Jump Starter Power Pack".

While at our Tennessee home Linda and I had packed the Jeep for our first long trip without the coach, awoke early, made the morning coffee, hopped in, turned the key and heard the starter make a couple of weak clicks. Fortunately the coach is also at the house making the battery charger we carry (left over from the days of our F350 and 5th wheel) handy. After twenty minutes of charging we are on our way.

We suspect the battery has exceeded its useful life and is likely to fail again and we will not be at the house where the charger is and can be plugged in. So; First stop (leaving the engine running) is the local auto parts store to purchase a Duralast DL-800L, 800 Peak Amp Jump Starter+ Power Pack. I selected this one because it uses Lithium ion technology, is charged using a USB port, and can be used up

Windshield Washer Adjustment By Dana Sawyer

Thanks to **Pete Sweere**, an ECOA member for showing me this.

Did you know that the washer fluid nozzles on the wiper arm are adjustable? There are a total of six small nozzles, 3 sets, on each arm found at the connection point of the wiper blade. Each nozzle is individually adjustable over a small range.

to 25 times before recharge is required. This model has clamps to connect directly to the battery. It can even be used to charge your mobile devices.

Reporting Safety Issues to the National Highway Traffic Safety Administration (NHTSA)

Shyft Group is recalling 100 2022-2023 Spartan RV Chassis K1, K2, K3, and K4 vehicles. The steering gears may have been assembled incorrectly, which can cause the gears to fracture. Dealers will inspect and replace the steering gears, as necessary, free of charge.

Jayco, Inc. (Jayco) is recalling 856 2021-2023 Entegra Anthem, Aspire, Cornerstone, Reatta, Reatta XL, and Jayco Embark motorhomes. The engine air intake box may not have a water drain installed, which can cause water to build up inside the air intake box. Owner notification letters are expected to be mailed October 3, 2022.

**Future Tech
Is Hitchless Towing in the RV Future?**

Imagine not having to hitch and unhitch your towed vehicle.

Reported by RVBusiness October 17, 2022

Free and Untethered: Toyota Bringing Hitchless Towing to Life

Towing without a hitch? With today's leaps in technology, it's not science fiction. The concept is real, and Toyota is once again leading the way, according to a company release.



Although everything went well during the 2000 mile road trip, the battery failed again after sitting for several days at the house. Of course it failed just as Linda was heading out for a nail and hair appointment so a quick fix was urgent. I hooked up the Jump Start Pack and the Jeep started perfectly. I also took the time to show Linda how to use the Pack just in case. Good thing because she needed to use it after her appointment.

Yes we have roadside assistance, but we all know how long that can take. Now, the jump start pack is just another piece in our roadside emergency kit, and yes we also have a new battery.

Hitch ball attachments, safety chain connections and vehicle weight calculations have been reimagined and with Toyota's new hitchless towing innovation — which is precisely what it sounds like — the limitations of towing may one day be a thing of the past.

How does towing without a hitch work? “It basically allows two vehicles to play follow the leader,” said Paul Fanson, senior manager of Toyota Motor North America Research & Design’s (TMNA R&D) Advanced Product Planning Office. “So the lead vehicle would be driven by a human. The follow vehicle would naturally follow behind as a trailer would, but there would be no physical connection.”

That’s right — no physical connection.

Toyota’s revolutionary hitchless towing system is in the initial test phase, with test runs in highway and urban traffic settings on the horizon. So, stay tuned, because a bold new era of untethered mobility is just up ahead.

Want to learn more about how TMNA R&D is innovating to stay ahead of the industry with its groundbreaking hitchless towing technology?

Use this link to see a YouTube video:

<https://youtu.be/ajs57ELvPiM>

MUST HAVE APPS

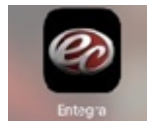
Available from Your APP Store



Wild Apricot for Members
Wild Apricot Inc

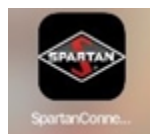
ECO A APP

In your App or Play Store under Wild Apricot for Members



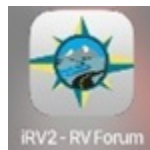
ENTEGR A COACH

Quick access to manuals, service locations, events and more



SPARTAN CONNECTED CARE

Access to maintenance schedules, diagnostic codes, key contacts and more



IRV2 - RV FORUM

Supporting thoughtful exchange of knowledge, values, and experience among RV enthusiasts (select owners forum then Entegra)

COACHNET -
ALLSTAYS -
TRUCKER PATH -

Member Stories

**This FMCA Benefit is a Really Big Deal
By Pat Bauer, ECOA President**

During this past summer a group of FMCA members at our resort in Traverse Bay had occasion to attend a presentation by Rett Porter, President of FMCA. While he shared information I was familiar with he elaborated on the FMC Assist Program which gave me

Weathering the Storm
By Goldie Hanson, ECOA Treasurer

additional insights to share with you. Following is a snapshot for your review. To view the Full Schedule of Benefits for U.S. and Canadian residents, visit www.fmca.com/fmca-assist.

Benefits:

- Medical Evacuation and Repatriation
- Family travel expense
- Return of Spouse, Dependent Children, Pets
- Return Home
- Return of Mortal Remains
- Return of RV home
- Return of private Passenger automobile
- Emergency cash

Who is eligible?

Current Charter, Full, Life, Full Lifetime, Member Emeritus/Family & Associate Member of FMCA as defined in the bylaws of FMCA. A Spouse, family member, or dependent traveling with an FMCA member. This plan also covers the member's grandchildren when traveling with the member in their RV.

If you read the first point in eligibility please note "Associate Member" is covered. This means that if you decide to end your RVing lifestyle, you can change to an Associate membership in FMCA and still receive the benefits listed above. This plan can follow you in ALL of your travel adventures anywhere in the world as long as you are at least 75 miles from home.

Several of our ECOA members have availed themselves of this benefit finding it helpful in their time of need. If anything ever happens and you need assistance please call FMCA to receive directions on claiming this help.

Wow! What a year this has been. After an amazing spring rally at the beautiful Hearthiside Lake Erie resort we attended our first Homecoming. Twelve years, three Entegras and this was the first time we had made the trek north that early in the year. Don't miss the experience! Unfortunately, after Homecoming we aborted the balance of our summer trip after a few incidents that included a stolen bike and a body shop (minor damage but really disheartening), so we returned home early to lick our wounds. September started out with such promise. We started packing the coach to prepare for what promised to be a fabulous fall trip with three rallies in six weeks. Then Ian hit the news. The predicted path was changing daily and no one was sure which part of Florida would be the eventual landing site, but somewhere in Florida was going to be his target. No problem, our first RV was purchased as a hurricane evacuation vehicle many years ago and now none could be nicer than our beautiful Entegra. We'll just move up the departure date so we can be sure to clear the state. We left the area on Monday, September 26th. First night stop turned out to be Cummins in Ocala after we received an engine warning light shortly after leaving our driveway. We had called Spartan from the road after finding only one code that seemed to reference the DEF Heater. Spartan arranged for us to stop at Cummins. I can tell you that no one in the possible path of a hurricane is very interested in working on a coach. They were kind enough to check the codes since we had only been able to find one code. They got the same code, and only that code. Their advice? It's a Spartan problem, not a Cummins problem. Call them. After another

conversation with Spartan we were advised that we were probably okay to drive it and we could have it checked when we got home. So, we headed for central Georgia to wait out the storm, still planning on continuing our trip once the storm passed.

Then Ian decided to hit our home area shortly after making landfall. We had done our storm prep, closed our shutters and hurricane (hopefully) tied our boat and lift before we left. We stayed in touch with neighbors riding out the storm, a decision almost all regretted. By 3 PM the entire area was without power, water or sewer and, shortly after, cell phone service ceased. We were able to get texts through to some neighbors by the end of the day after the storm. T-Mobile and AT&T maintained service (although spotty) but Verizon service was non-existent for about four days. We were so very lucky. Our house sustained some damage but it's very limited. We have some damage to our pool screens and some missing shingles, but no water intrusion to the inside that we can tell at this time. We lost a few trees but our landscape company came over, trimmed, righted, and staked them. They are very sad looking but so far seem to be surviving. Our boat and lift survived although the lift cover did not. The 1" line tying the lift to the poles had about a quarter inch of rope left after fighting Ian's winds for almost 9 hours. The eye collapsed before reaching our area so the winds only changed directions, they never stopped. We have amazing neighbors. On day 3 without power, one neighbor went to our house and emptied the freezer full of meat and took it to another neighbor with a whole house generator and an empty freezer. Saved over a thousand dollars worth of meat for us. And they came back a day later and cleaned out the house fridge and freezer so we didn't come home to that mess. Another neighbor's home

was destroyed, only the garage remained somewhat intact. They kept their generator running so other neighbors could use the freezer in their garage. Our small gas generator kept one set of our wonderful neighbors' freezer and fridge running.

Our fabulous fall trip became an adventure in returning home. We worked our way down to within 65 miles of home and then Rick did a recon run in the Jeep to be sure we could get the coach through. He took full gas cans for generators, bread and batteries for those still living without power. Even with the recon trip, we still ran into closed roads that had been open the day before. Now we sit and wait for adjusters and repair companies. The State has been amazing. Almost everyone here who could receive power has been restored and internet service quickly followed. There are still pockets of outages and the flood damage south of us is heartbreaking. The bright side of being at ground zero is you miss most of the storm surge, truly a blessing. Fifteen inches of rain driven by 190 mph wind gusts (150 mph sustained on our neighbor's weather station) was enough to seriously damage a lot of homes and businesses. A storm surge would have destroyed many more, as evidenced by our neighbors to the south. It will be years before our beautiful paradise recovers completely.

We are extremely grateful to our wonderful neighborhood family for their help after the storm and to our Entegra family for their outreach of love and support. And we'll finally head down to Cummins Ft. Myers on Monday to solve the problem of the unrelenting check engine light. A big thank you to Joan at Cummins who made it possible to get in quickly to have the coach checked, and this time, hopefully, repaired. We have fingers

crossed that the repair will go quickly and that our home's adjusters and repair crews will arrive on schedule. Maybe, just maybe, we can squeeze in the final rally of our fall trip.

We learned some lessons on this one. We have always kept a "hurricane evacuation vehicle" since moving to Florida, (They started out as a little Class B+ but grew quickly into DP's and our first Entegra in 2012). The biggest lesson was to make sure you use it when a storm is coming. There are many RV's in our area that are flipped over or, if still upright, badly damaged. Those in storage facilities did not fare much better as roofs collapsed, units still flipped or had smaller units land on top of them. The looters followed the storm quickly and the storage facilities were prime targets. Electric gates do not function without power, neither do alarm systems. And even RV insurance policies have named storm deductibles. Storm surges are far more violent than I believed. I envisioned water slowly rising through buildings, not barreling through with the speed of a freight train while carrying debris the size of that train. And finally, things will always be things – no matter how precious. What matters is the people. Some of our wonderful neighbors lost a lot, some lost their homes. But all are safe. Many are shaken and may leave our little piece of paradise. But they will all rebuild first, fears will hopefully fade and, in a few years when it starts to look a little more like our paradise again, maybe they'll decide to stay – but more will leave next time when an evacuation is called. Some lessons you don't need to learn twice.

Everything is Fun and Games Until – By Terry Walker, ECOA National Director

My journal in the last issue ended with our stay in South Dakota. When we continued our adventure, we continued our previously reported plan of spending more time parked than traveling to minimize fuel costs.

We traveled to Rivers Edge RV Resort in Evansville (Casper), Wyoming for 6 days. A plain but nice park alongside the Platte River (which actually had a lot of fast flowing water unlike what we are used to seeing in our travels through Nebraska). The National Historic Trails Interpretive Center is a great visit for anyone (history buff or not) to learn about the Oregon, Santa Fe, Mormon and California trails which all passed through this area.

Fourteen days were then spent at St Vrain State Park, Firestone, CO to visit our oldest son Todd and his family who live in nearby Broomfield. We got plenty of exposure to grandkids football practices and softball games. One of those scrimmages was at Columbine HS. Even all these years later I still felt a little paranoid. While here we put the Home Healthcare Visit benefit offered by our medical plan to the test to see if it would really work like it did when we had the sticks & bricks. The traveling nurse came to the motorhome to conduct her interview and it all went well.

Along about this time the fun and games gave way to adventure and challenge. The dash radio, gps, and camera gave up the ghost. I had forgotten how enjoyable (NOT) it was to drive without a rear-view camera. Not to mention that vega touch would show that the House Batteries (only 9 months old) were empty. They would not hold a charge let alone

take a charge and this affected all 12V systems. No fun at all.

Fortunately, we spent the next 6 days at the FMCA International Rally in Lincoln, Nebraska where NIRVC and Entegra personnel were in attendance although no services were being offered. But I guess that the sight of a 74-year-old man begging and crying softened their hearts and the guys stopped by and in short order confirmed that the radio head and the house batteries were indeed dead. They were able to swap an hdmi cable connection to get the cameras to display back on the dash. Knowing the problems was a relief although we could do nothing to fix them immediately. However, River Park mailed out a replacement head unit (on my nickel since out of warranty) and the battery manufacturer shipped FREE warranty replacement to our next stop in IL.

Before we started our full-time adventure, we had already booked a stay back in our previous Illinois home area for 9/1 – 11/15 to take care of scheduled medical, dental, veterinary routine checkups and surgical procedures and recovery. Any of you that are friends with Becky on Facebook already know that she had laparoscopic surgery to remove her gall bladder and repair a hiatal hernia on 10/3. Everything has gone well but she is getting tired of the liquid diet which she hopes to move on from after her surgeon's follow-up visit on 10/21. She will then probably have another follow-up in early November before being released to get back on the road.

We also attended our high school EPCHS 65/75 reunion. We were in the class of 65 so we all turned 75 this year hence the title. We had a great time meeting with people we hadn't seen in Years.

As we said in the beginning, everything is Fun and Games Until; And now is when we run into until. Adversity is always a learning experience and the following are a few things we have learned.

Scheduling is a problem throughout the RV industry. Although I had the new radio and batteries in hand getting them installed was another story. A local RV Repair shop I had used in the past agreed to install the batteries but we could not get on their schedule until 10/11. They were not scared off by the tight quarters they had to work with. For those of you that haven't experienced this, each of the 4 house batteries weigh approximately 125 pounds and they are not on a slide out tray.



Nobody wants to work on a MH radio/gps installation even though River Park sent me a schematic and assured me that the replacement would be "plug and play" which it was not. Through a friend I tracked down a young man DBA Supreme Auto Sounds who agreed to do the installation. When he ran into problems, I was able to connect him with Corey Gann at NIRVC who got him over the hump so that I got a properly completed job (i.e. everything works like it is supposed to).

Remember, we live fulltime in the motorhome and these services are not done where we are staying. So, the house must be knocked down and delivered to the repair shop. While the repairs are done, we have no place to stay as these facilities do not have customer waiting areas at all, let alone as luxurious as the one at the mothership. Fortunately, on the rainy day the batteries were being replaced, we were able to visit with old friends at their home in the area. Sure beat traveling around all day in the Gladiator especially with Becky still recovering from surgery.

In some instances, we need more than the one car we now travel with. For over 50 years we have always had 2 cars so we could be in separate locations without a problem. We try not to schedule conflicts, but they happen and when they do we need to rent a second vehicle. Recently I found that I did not like the pickup location or terms offered by a rental car agency so we rented a small U-Haul truck for a low daily rate but a higher mileage charge. Therefore it would not be a viable option if you plan to drive a high number of miles. Maybe we need to learn to use UBER?



In retrospect, we packed too much stuff. Both of us, over the past 4 ½ months have used only a small amount of what we brought along. It is still hard to part with stuff, but we are working on it some more. This will probably be an ongoing project.

Working out medical stuff is challenging. We want to continue periodic consultations with our existing providers but are unwilling to commit to fixed future dates for those. Because all service providers schedule out months in advance this could be a problem. Our providers have given us written orders for regular diagnostic tests which we can have performed at a hospital clinic wherever we might be. Hopefully we can find locations that are affiliated with our current electronic reporting system (My Chart) so that we can authorize our provider access. If not, there are procedures in place that can be used to share written information. Appointments can then be handled by telemed. Many of you have more experience with this than we have, so please feel free to provide advice to us.

Status of the 2023 coach we ordered on 3/26. Hopefully, the coach will be completed prior to the end of October (who'd have thought this would take 7 +/- months) and on its way to NIRVC in Nashville by mid-November so that we can take delivery, get educated on the new items, and make it to Biloxi, MS by early December. This has not all happened without frequent involvement on my part. I have direct contact numbers for all the essential decision makers at both Entegra and NIRVC. So far, they are still willingly taking my calls.

In conclusion. Each day as a full-timer is a new adventure that, although sometimes frustrating, keeps us young and thinking on our feet. This is no different than being a part-timer

except that we no longer have a sticks & bricks to escape to! But we do get to experience beautiful sunsets even in Illinois!



Anthem and let you know how it is doing since we took delivery back in April.

We now have 19,500 miles on our coach. We have traveled to the ECOA pre-homecoming rally at Hearthside Grove in Geneva-on-the-Lake, Ohio. From there we went to visit my daughter and grandkids in South Lyon, Michigan for the weekend, then on to Entegra Coach Homecoming in Goshen, Indiana.

Prior to arriving at Homecoming, I received a phone call from Joyce Skinner of Entegra Coach. She informed me that our coach may have an Aqua Hot line missing from the rear portion of the floor heat system. She saw that we were attending Homecoming and asked if I could bring the coach over to the factory so it could be checked and/or the new aqua hot line be installed. Joyce advised it would take about 90 minutes for the inspection and install of the line and they could get to it from under the coach in the rear bin area.

During the time spent at Homecoming, we had Entegra Coach technicians come by our coach to take care of a couple of minor items. A bad fuse that controlled the Sea Level holding tank gauges was replaced. The microwave was “tightened up” as it was a little loose. I received some training on how to update and use the Vega Touch system. My 2016 did not have that.

On the Sunday after Homecoming, we went over to the Entegra Coach factory, spent the night in their hookup area, and on Monday morning the coach went over to the production area for the inspection, and/or installation of the floor Aqua Hot line. Later that morning, the coach was brought back with the Aqua Hot floor line installed.

**Out with the old, in with the new: Update
By Mike Greenfield, ECOA Vice President**

A couple of Newsletters ago I wrote an article about our purchase of a new 2022 Entegra Anthem 44Z. We had ordered it at the FMCA Convention in Gillett, WY in July of 2021 and took delivery of it in April of 2022 at the NIRVC store in Las Vegas, Nevada. We had traded in our 2016 Entegra Anthem 44B. I would like to give an update on the status of our 2022

Now we had to go to work. We had a 27-day Great Lakes tour to lead for Fantasy RV Tours which started in Niagara Falls, Ontario and would end in Chicago, Illinois. We visited ten different locations around all five of the Great Lakes, ending in Chicago, Illinois. The coach performed beautifully during the entire tour.

We now had nine days to get to Liberty Lake, Washington to prepare to lead the Fantasy RV Tours 61-Day Ultimate Alaska Tour. We arrived at Liberty Lake RV Resort a few days early. During the next few days all the guests arrived, and our tour would start on July 4th. We had an orientation and a 4th of July picnic before leaving on this 6000-mile adventure.



We visited 27 different RV parks along the way while traveling through 3 Canadian Provinces, 3 US States, including Alaska, and crossing 3 different Time Zones. Our coach did not have any issues or problems on this tour. Of the 24 other rigs on the tour, only minor issues occurred with only one rig having to drop out on day 53 due to a leaky oil cooler. The part was shipped in, and the rig was fixed in a few days.

Our Alaska tour ended on September 2nd in Prince George, BC. We headed straight home from there (a 2800-mile trip to Crossville, Tennessee). We took seven days to get home as we had my son's wedding to attend in Athens, Georgia on the 17th. We drove our car down to the wedding and returned to Crossville on the 18th.

Our coach travels were not over yet. We went to a short 4-day rally with some of our neighbors in Chattanooga, Tennessee from September 19-23. Then on September 26th I took the coach up to Wood Design RV Interiors in Nappanee, Indiana to have some woodworking done. We had the fireplace put on a new frame and a hinge, to be able to open it up and get some more storage space behind it. Also, we had pull-out shelf drawers installed in the pantry. I returned to Crossville on September 28th.

We attended the ECOA Summerfest at Carolina Pines in Conway, South Carolina from October 3-7. We are scheduled to attend the AIM Rally, also at Carolina Pines from October 24-28 as well.

When we returned from Alaska. I made a service appointment at NIRVC Nashville. The lead time was not bad. I had to schedule it

past the date they had available as I was not home from ECOA Summerfest yet.

I dropped the coach off at NIRVC on October 10th with my fairly short list of items, plus a regular 20,000 mile regular service. I am informed I can go and pick it up after it was there for just one week.

We will be heading back to Conway, SC this Sunday, October 23. We are very pleased with the performance of our coach during the first six months of our ownership. It has not had any major, trip stopping issues, only small stuff that could be fixed anytime. We are also very pleased with NIRVC for the timely service appointments and the quick turnarounds. Kudos to Both Entegra Coach and NIRVC. They make owning a luxury coach as smooth as possible.

Recipes for the Coach Life

We encourage readers to share a favorite recipe 😊

Regional Activities

**Carolina Pines Rally Held
By Pat Bauer, ECOA President**

Windy weather and torrential rain from Hurricane Ian the week prior did not stop us from having a fantastic rally at Carolina Pines RV Resort in Myrtle Beach the first week of October. Forty one coaches attended this well appointed resort enjoying the various amenities for adults and children alike. A sampling

includes a bowling alley, water park, four pools (one adult only), miniature golf, and an arcade. The onsite restaurant prepared our meals which were exceptional.

The rally was unique since about half the attendees were either new Entegra Coach owners or attending their first ECOA rally. This rally gave them an opportunity to learn more about their coach and to make new friends along the way.

The group traveled by bus to enjoy one of the many live shows available in Myrtle Beach. We were taken on a musical review of songs beginning with the 50's and ending with Woodstock. It was great watching people sing along with tunes we knew so well.

Pat Carrol and his traveling "pillow show" came one morning and answered questions from the group. He also entertained suggestions for improvement adding personal quips throughout. The Tech Talk was also held which answered individual owner questions. Joyce Skinner and Jacob Shearer were there as well for two days of customer interactions. They made an effort to visit each owner, answering questions over their two day stay.

The ECOA annual meeting was also held. Nine officers will continue in their leadership roles with Kenneth Wurtenburger being elected as a new Vice President. The complete minutes of the meeting can be found on the website by the end of the month.

It is important to say thanks to Entegra Coach for sponsoring our Thursday meal and to NIRVC for sponsoring our breakfast. Their generous donations helped make the event special.

Finally a big thanks to all attendees and hope you will come to attend another rally next year.

**FMCA Rally at Lincoln Nebraska
By Wayne Baumann, ECOA Alt. Nat. Dir.**





Membership

Hello from the Membership Corner. Hope all are having a safe and enjoyable summer travels.

Just a few housekeeping tips for you while you are traveling or camping.


Please download the mobile app Wild Apricot for Members. It's a lifesaver:

➤ What you can do with the app

- Register for an event
- Access your upcoming Events
- Update your membership profile, see your renewal status.
- One of the most common requests is information for another member. If that member chooses to have their information display in the directory, (which is done in your profile setting) then you can access the information that is allowed just by clicking/pressing on 3 Lines in the upper left corner of the app. You can search from there, either by name, email, or phone #
- See the events you are registered for.
- Be able to access ECOA website site from the app (pressing the 3 lines upper left corner pressing on the word, Entegra Coach Owners Association) That will give you the option to load in the web browser of your choice.
- Should you need assistance with the app please feel free to email me at membership@entegraowners.com or look me up on the app Sandy Pas
- See images below.

4:10 [status icons] 56%

☰ My profile ✎



MIKE & SANDY PAS

Membership

Renewal until 01 Jan 2023 **RENEW**

Level
Joint Membership

Member since
01 Jan 2016

Profile

Address
13562 PERDIDO KEY DRIVE

City
PENSACOLA

State
FL

☰ ○ <

4:10 [status icons] 56%


Entegra Coach Owners Association

- Profile
- Members
- Events
- Tickets
- Log out

☰ ○ <

4:10 [status icons] 56%

☰ My profile ✎



MIKE & SANDY PAS

Membership

Renewal until 01 Jan 2023 **RENEW**

Level
Joint Membership

Member since
01 Jan 2016

Profile

Address
13562 PERDIDO KEY DRIVE

City
PENSACOLA

State
FL

☰ ○ <

FMCA International Area

**Letter from FMCA
By Rett Porter, National President FMCA**

Not available at the time of publishing

Links of Interest

LINKS OF INTEREST
<ul style="list-style-type: none">➤ ECOA APP➤ ECOA Web Page http://www.entegraowners.com/➤ ECOA Apparel https://ecoa.logosoftwear.com/➤ Entegra Coach https://www.entegracoach.com/➤ Spartan Chassis http://www.spartanrvchassis.com➤ FMCA https://www.fmca.com/➤ IRV2 http://www.irv2.com/forums/f278/➤ FIREFLY http://fireflyint.com➤ RiverPark http://riverparkinc.com
CONTACT INFORMATION
<ul style="list-style-type: none">➤ Entegra (M-F, 8-5) 800-283-8267➤ Entegra (after hours emergency) 574-361-0034➤ Spartan (M-F, 8-5) 866-383-3695➤ Spartan (after hours emergency) 800-543-4277➤ FIREFLY (M-F, 8-5) 574-825-4600➤ RiverPark (M-F, 8-5) 800-442-7717