

CHOC *Talk*

THE OFFICIAL NEWSLETTER
OF THE COACH HOUSE
OWNERS' CLUB

ISSUE NO. 2

Look for Coach House's new Web site at www.coachhouserv.com

Calendar

April 7-9, 2000

CHOC Southeast Region Rally
First Annual Spring Rally
Sun-N-Fun Resort
7125 Fruitville Rd. (1-75 exit 39)
Sarasota, Florida
Hosts: Gerry and Betty Wolff

Sept 1-3, 2000

CHOC Great Lakes Region #9
Beaver Valley Resort
6725 E. National Road
South Charleston, Ohio 45368
Hosts: Lex and Barbara Barnes

All CHOC members are cordially invited to this Labor Day weekend rally in Southern Ohio (near Springfield), which will feature a visit to "The Fair at New Boston," a historically accurate re-creation of a trade fair circa 1790-1810. It is the largest such event in the nation — and it's a lot of fun.

The U.S. Air Force Museum is also near the rally site.

Look for more details about this rally and a registration form in the next newsletter.

Summer 2000 (TBA)

CHOC Summer Rally
Eastern Region #1

Fall 2000 (TBA)

CHOC International Convention

August 18-20, 2000

FMCA International Convention
Brunswick Naval Air Station
Brunswick, Maine

August 24-26, 2000

FMCA Northeast Area Rally
Cabot Beach Provincial Park
Prince Edward Island, Canada



Not too big, not too small, just right — that's the new Coach House Platinum 232, an all-new product built on a Ford small truck chassis.

A New Coach House For the New Millennium

The Gerzeny family recently announced the most significant development in the 15-year history of Coach House: the introduction of its first-ever Class C motor home, the all new Platinum 232, a sleek and upscale product ready to carry the company proudly into the new millennium.

With the addition of Ron Frank as Vice President of Design and Production in the spring of 1999, the stage was set for a dramatic step into a substantially larger and more robust segment of the motor home market. It was not long before the plans were being formulated for the introduction of a significant new player in a market that is five to ten times the size of the Class B market.

Soon a composite of the new 23-foot-long beauty had been decided upon. Then the commitment was made, and work began on Coach House's

newest venture. After 10 months of design, planning, fabrication and hard work, the Platinum 232 prototype rolled off the assembly line in March.

Desiring to stay in its area of expertise, Coach House committed itself to the small end of the Class C market, thereby setting Coach House apart as experts in the manufacture of high-quality small motor homes. That strategy has already paid off with the placement of 40 orders, sight unseen, by Coach House dealerships across the country and the retail sale of the first unit.

Some of the Platinum's innovative design features are:

- A full rear bath with large stand-up shower, separate sink, separate toilet and large closet.
- Spacious central lounge area with 6-foot-3 headroom and large vista windows.

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Technical Tips

Make Cable TV Hookups Easier

By **Robert E. Luby**, *Vice President*

The cable TV connections in many campgrounds often have damaged threads. A simple solution is to install an F-thread push-on connector (available from Radio Shack and most home centers) and thread it onto the end of your van cable. Now, instead of having to thread your TV cable into a campground adapter, just push the connector into place. As with the thread-on connectors, make sure the small wire inside your cable is not bent.

Lug Nuts and Spare Tire

With better materials, improved designs and construction techniques, very few of us experience tire problems on a regular basis — tires have become so reliable that we have a tendency not to think about them. Although Coach House uses heavy-duty vans, most of us occasionally do things which increase the risk of tire failure, such as carrying heavy loads, having under-inflated tires (causing tires to overheat), driving on poor or unpaved areas, parking for prolonged periods, and/or scraping sidewalls on curbing.

Most tires and rims are installed using air-driven impact wrenches. In many cases, lug nuts are tightened to the extent that they cannot be removed with conventional tire wrenches we carry. All van owners ought to do three simple tasks on a regular basis:

1. Make sure you are carrying a spare tire that is properly inflated — simply use a tire gauge on the spare, even though it might take a little effort to remove your tire cover. A good rule of thumb is to have the pressure in the spare the average of the front and back — i.e. if the front is 40 and the rear 50, have the spare at 45.

2. Without jacking up your van, use the tire wrench on at least one lug nut per tire to make sure they are not over-tightened (80-85 foot-pounds is normal.) If necessary, back the lug nuts off a bit using a piece of pipe on your tire wrench to increase leverage. Make sure you test the spare tire nuts including any lock arrangements.

3. Make sure the jack and handle are in the van and working — jacks are often removed and end up in workshops or other vehicles. Also, know exactly where to position your jack under the van.

Rust

Rusty screws, nuts or bolts affect the appearance of our vans. Although Coach House and chassis manufacturers use quality materials that generally won't rust under normal conditions, manufacturers of secondary equipment — “after-market” bug screens, numberplate holders, trailer hitches, etc. — often use inferior materials in order to save money. Most galvanized screws, nuts and bolts rust quickly.

The best way to deal with this problem is to simply replace them with stainless-steel equivalents (available at most hardware stores or home centers.) Keep in mind that even stainless steel will rust if not properly taken care of — road chemicals and salt air are the biggest problems. A light coat of oil or WD-40 also helps prevent rust.

Tip

Latex gloves are ideal for working around your van, such as attaching sewerage hoses, performing maintenance, cleaning and painting. The newer gloves are very flexible, strong, easy to put on and relatively inexpensive. You'll save a lot of clean-up time and reduce skin exposure to harsh chemicals, grease and bacteria by using the throwaway ambidextrous gloves. They are available in bulk pack at discount warehouses like Sam's.

Letter From The President

About a year ago Dan and I met Steven Gerzeny and Wes Knadle at the Tampa Super Show. We had purchased a Coach House motorhome from R.V. World of Nokomis in August 1998, at which time we had traded a 36-foot Georgie Boy Encounter motorhome sizing down to a 19-foot coach. We were asked to help at the Tampa Super Show as owners of a Coach House motorhome.

Steven Gerzeny mentioned to Dan and I that Coach House was interested in starting a Coach House Owners' Club, and he was looking for a volunteer to help organize it.

At which time I said, “Oh sure, I would be willing to help.” Well, several months later on Nov. 7, 1999, as I stood in front of a room full of smiling faces (over 120 members), I think that this was the first time in my life I was speechless. Which is very unusual for me. When Wes and I began working on the club we thought that we would need about two dozen donuts. WRONG!

I would like to thank Coach House for their support and continuing support and especially to thank everyone who helped to make our rally a success because without our members and volunteers there would be no club. We have already begun many new friendships and are choosing places to visit where we can enjoy each others company.

Looking forward to seeing everyone in the near future.

Sincerely,
Carole W. Blascak

Club*News*

Club-Company Relationship Is Clarified

By **Bern Wolsky**, *National Director*

President Carole Blascak invited Coach House representative Wes Knadle to a recent Board meeting to discuss how Coach House, Inc. (the Company) views its relationship with CHOC (the Club) and what the Company hopes to achieve by sponsoring the Club. Coach House Factory Representative Wes Knadle explained that the Company views the Club as an organization of like-minded people united by their common ownership of Company vehicles, and also united by their desire to have fun and share ideas with Club members on how to best use and enjoy their vehicles, in addition to simply enjoying and living the RV experience.

The Company would like to be kept informed of Club activities, in an effort to integrate those activities when possible into their own plans. They would like to see the minutes and the newsletters, and to be kept informed of Club activities. Their main concern is that the Coach House name might possibly be used in a way that might create a problem for the Company. If something was run past them that they feel might be a problem for their name, they would like to ask the Club to consider rewording or rephrasing it in such a way that it doesn't constitute a poor reflection on Coach House.

Newsletter

It was decided that the Company Newsletter CoachTalk and the Club Newsletter CHOCTalk be merged and appear every two months under the name CHOCTalk. If we can't do it bi-monthly, we'll reschedule it to

quarterly. The newsletter will be initiated by the Club, but some areas will be reserved for Company use. The Newsletter will serve both as the Club's and the Company's means of communicating with Club members, and also with non-member Coach House owners. Members will receive copies and the Company will maintain a supply of copies to pass out to new Coach House owners, as a means of expanding Club membership. The Company will publish the Newsletter at its expense and use its bulk-mailing capabilities to distribute the Newsletter.

Membership Matters

A membership brochure and membership application is in process, also at Company expense. It is intended for use as an informational item and handout to potentially interested Club applicants.

Club Member Roster

Maintaining an up-to-date Membership roster has been set as a primary Club objective. Every month the President receives an updated Club roster from FMCA. To this roster we add the names of applicants for membership who have found their way to the Club. Distributing this roster to our mailing list on a periodic basis can serve several useful functions:

1. It can serve as a directory of members until we're ready to provide a more formal directory, enabling members to maintain social contact
2. It will notify those members who have applied for membership but who have not yet qualified for one reason or another to take whatever action is necessary to become full members.
3. We will also ask members and applicants to check our information for accuracy and to confirm we have the right information — if not, those individuals should provide the Club with the correct information. Correct addresses and correct e-mail addresses

are especially useful in holding down mailing costs — for example, eight badges were returned to the Club because of incorrect addresses.

4. The listings will also help Board members and Company representatives more closely monitor how the Club is growing and prospering.

Two rosters — CHOC Active Members and CHOC Applicants — will be sent as attachments to future newsletters.

Badges

Membership badges were ordered and by now should have been delivered to all qualifying members.

How CHOC Relates to FMCA

While we're on the subject of membership, we should clarify how our Club relates to the FMCA organization. Coach House Inc. petitioned FMCA to form a Coach House Owners' Chapter (CHOC) of the FMCA, agreeing to, among other things, abide by FMCA bylaws in the formation of the Chapter. Many of us were at the Chapter formation rally on Nov. 6, 1999, at Stay-n-Play Resort in Nokomis. The first requirement for membership in CHOC is to be a member of FMCA in good standing. No FMCA membership . . . no CHOC membership. The second main requirement for CHOC membership is ownership of a Coach House vehicle.

The support that FMCA gives to fledgling chapters like ours, and to FMCA members in general, is phenomenal. There are more than 400 FMCA chapters at the present time. This writer and his wife, Marlene, have been FMCA members since 1982. We are former members of three chapters: the Capitol Chapter, a social organization based in the Washington, D.C., area; the Barth Rangers, a chapter much like CHOC, but formed

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It was Coach Houses as far as the eye could see at the Coach House Owners' Club kick-off rally Nov. 6, 1999. After the preliminaries, we got down to some serious business: having fun! Planning is already under way for four national and regional rallies, and some caravanning in between. We have even begun talking about a caravan to Alaska. If you have any suggestions ideas for fun events the club could sponsor, call President Carole Blasck at 941-750-0140.

CHOC Sets First Annual Spring Rally for April 7–9

The CHOC is presenting its first annual Spring Rally April 7–9, 2000, being hosted by Jerry Wolff, CHOC's National Rally Director.

The rally will be held at the Sun-N-Fun Resort, 7125 Fruitville Road (I-75 Exit 39), Sarasota, Florida.

The special rate for this rally is \$21.60 per night with full hookups. Those wishing to attend must make their own campsite reservations with Sun-N-Fun. For reservations call 1-800-843-2421 and mention that you are with the Coach House group.

In addition, there is a rally fee of \$40 for two persons per coach, \$30 for one person per coach. The pre-registration deadline is March 31, 2000. After March 31, 2000, add \$10.

What You'll Get

Your Rally Fee includes a full weekend of fun, including these

planned activities and more:

- Friday night: Pizza Party with all-you-can-eat pizza, plus dessert.
- Saturday night: Catered barbecue dinner, live music for listening and dancing.
- Morning coffee and donuts, ice cream social, door prizes and much more.

Register Now

An application form for this rally appears on the back page of this newsletter. Fill it in and return it along with your Rally Fee to:

Wally Antoine, Treasurer
132 Lakeside Circle
North Fort Myers, FL 33903

We are hoping for at least fifty coaches. We hope you will join us for fun and festivities at this new and exciting Spring Rally.

Club News

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by the manufacturers of the Barth 35-foot rear diesel motorhome we owned at the time; and the Fulltimers Chapter, of which we were charter members, and whose reason-for-being was the support of fulltimers, which we were for three years. During that time our mail was sent to FMCA and was re-mailed to us wherever we happened to be at the time (no fee for the service, but we paid postage). We called once a week on Thursdays and had mail forwarded to General Delivery of the town we would be in the following Monday\). Only once in three years did the service fail to deliver on time — that was in Canada, when our mail package was held up by Canadian Customs.

We also used the FMCA toll-free phone service (no fee at the time, but now there is a minimal charge for voice mail). Our loved ones had the 800 number and could call in an emergency. We regularly called the 800 number several times a week to pick up messages. No matter where we wandered — Alaska, the Yukon Territory, Pacific Northwest, the Painted Desert, wherever — we were a phone call away from our loved ones.

My wife and I are not what some would usually characterize as “joiners”, yet we have maintained our membership in FMCA over the years. We consider FMCA a superbly run and managed organization, and membership in it an excellent value for those interested in the RV experience.

Resignation

Club Secretary Pamela Luby has resigned for personal reasons. Marlene Wolsky has accepted the Board's appointment to be the new Secretary.

“You can observe a lot by watching.”

— Yogi Berra

Coach House Gears Up for Millennium

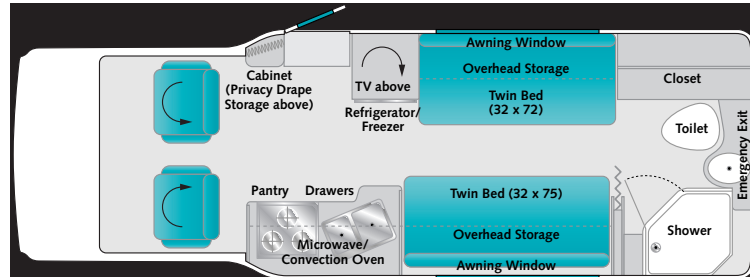
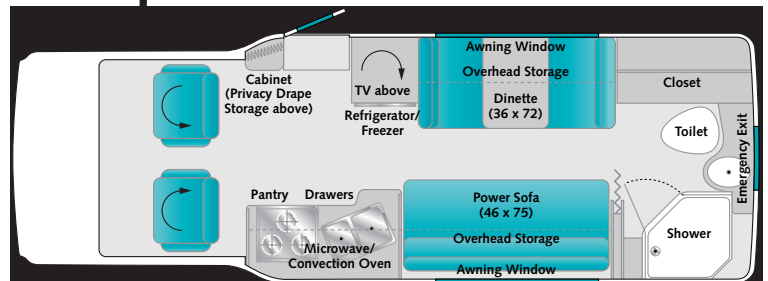
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- Two floor plans: side dinette and twin bed.
- Large galley with two-bowl sink, 6-cubic-foot refrigerator, convection/microwave oven, and pantry.
- Basement storage for two sets of golf clubs and more.
- One-piece molded fiberglass body.
- 1.25-ton Ford Chassis with V-10 engine standard.
- Plenty of interior storage and room to move around.
- All-weather plumbing.
- Coach House's traditional quality interiors.
- User- and service-friendly design.

Probably the most outstanding feature of our new Platinum product is its appearance. This vehicle has curb appeal! It already turns heads wherever it goes for test drives, or just sitting in the production area while tours are being conducted here at the factory.

The Platinum 232 is destined to be a highly sought-after, major addition to the Class C motor home market. We anticipate demand to outstrip supply for two to three years.

Coach House Platinum 232 Side Dinette floor plan.



Coach House Platinum 232 Twin Bed floor plan.

Millennium Class B's

Beginning almost a year and a half before the turn of the century, Coach House began adding a series of changes to our products to 1) enhance their functionality and 2) to make a good introductory splash in the new millennium. Our Class B's are now better than ever: in addition to being the best built, we are now the most complete and well thought-out (best

appointed), and the most functional and easiest to use.

Here's a list of improvements we introduced for the new millennium:

- Universal hook-up access panel.
- Interior controlled Ride-Right air bag suspension (standard)
- Top controls on refrigerator.
- Wider side opening with cut-out step for easier entry/exit.
- Wider aisles.
- Generator service access (fold down) panel at rear bumper.
- Side storage now on Standard models as well as Wide-Body.
- New improved graphics with "Limited" emblem only for year 2000.
- Driver area metal roof moved forward 18 inches for easier access & more headroom.
- TV moved amidships with swivel base for easy viewability from front or rear.
- Front and rear dining table arrangements.
- An all-new one-piece molded fiberglass privacy bath (Wide-Body only.)
- A new, more spacious, more contoured fiberglass roof that is lighter yet stronger (Wide-Body only.)

... and we thank our owners for most of these suggestions.



Coach House Class B motor homes have also been improved for the year 2000. The Wide-Body (shown here) sports a sleek contoured top that is lighter and stronger than its predecessor.

CHOC*Talk*

Coach House Owners' Club Chapter FMCA
Marlene Wolsky, Secretary
160 Venus Cay
Naples, FL 34114

Officers

President

Carole W. Blascak

Vice President

Robert E. Luby

Secretary

Marlene Wolsky

Treasurer

Wally Antoine

National Director

Bern Wolsky

Alternate National Director

Mary Ann Kennedy

Coach House Owners' Club First Annual Spring Rally April 7-9, 2000 • Sarasota, Florida

Sun-N-Fun Resort, 7125 Fruitville Road, Sarasota, Fla. (I-75 Exit 39).
You must reserve your own campsite. For reservations call 1-800-843-2421 and mention that you are with the Coach House Owners' Club group. Special rate is \$21.60 per night with full hookups.

Rally Fee: \$40 for two persons per coach; \$30 for one person per coach

Pre-registration deadline: March 31. Add \$10 after that date.

LAST NAME FIRST NAME SPOUSE'S NAME

CITY, STATE, ZIP

PHONE (INCLUDE AREA CODE) NUMBER OF PERSONS IN COACH

Amount enclosed \$ _____

Are you a Coach House Owners' Club Member? Yes No

Return this form along with payment to :

Coach House Owners' Club
c/o Wally Antoine, Treasurer
132 Lakeside Circle
North Fort Myers, FL 33903