



Alfa Roadrunner

Summer 2017

Newsletter

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- [Facebook.com/groups/AlfaRoadrunners](https://www.facebook.com/groups/AlfaRoadrunners)
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WEBSITE ADDRESS:

- www.Alfaroadrunners.net

PRESIDENT'S MESSAGE

Hello everyone. I hope everyone is fulfilling and checking off your summertime travel list and getting that all too valuable time with family and friends. All is well here in Colorado Springs. It has been somewhat of a busy summer for us with me attending my 50th high school reunion back in Richmond, VA in June and Becky attending her 45th reunion back in the Cleveland area in early August. My reunion had about 100 attendees and, man, there were some old folks that were there!

Some of you may remember the engine thermostat issue I was having at the rally in Tucson. Well, after several trips where it didn't act up, and some that it did, I have finally made an appointment to take the coach in to have it fixed. The local TransWest folks had no idea what was wrong and suggested that as long as it was in the normal operating range, it was OK. Well that wasn't an OK response to me, so I finally took it to a small, local, long time in business shop that has done work for me in the past and he is convinced that it is a sticking thermostat, as many of you surmised. He is concerned that if it ever really sticks in the closed position I would have bigger issues, so it goes in soon to be fixed. We'll see!

We are looking forward to seeing many of you in October at the Albuquerque Balloon Festival. Many thanks to Susan Prichard for heading up the rally. Also, many thanks go out to Sharon and Dwight Tisdale for organizing the Quartzite rally in January. If you would like to attend either of these events reach out to Susan and Sharon ASAP.

I would also like to thank all of you that continue to recruit fellow Alfa owners you meet in person and on the various forums to join the Roadrunners. Membership numbers continue to rise. Keep up the magnificent work.

And finally, Becky and I wish you all safe travels and good health. We look forward to getting together again, and as always, if any of you are passing through Colorado Springs, or anywhere in Colorado for that matter, be sure to let us know. We would love to see you.

Regards,

Jim Godfrey, President

VICE PRESIDENT'S MESSAGE

Well here we are about half way through the summer. I want to thank everybody who participated in both of the surveys that we conducted recently. The results of the SOB survey were passed along to the AOC Steering Committee for them to do as they wish them, and the results of the "How did you like our pre-rally" survey will be used to improve future rallies.

Now that the surveys are complete, there isn't much to do for the VP. So, I'll be wandering around the western mountains.

Chris Mooney

TREASURER

Greetings Alfa Roadrunners! It is so hard to believe that our summer is almost over. Jim and I are having a very difficult time trying to account for where the days have gone. We have spent several wonderful campouts with our local Colorado Springs Camping Club, the Rocky Toppers. Not quite the adventurous bragging rights some of you have gathered during your summer travels, but still a good time.

Jim was blessed to return to Virginia in May for his 50th High School Reunion, which proved to be quite the event. He got to recapture lots of special moments with many old friends and close friends. An experience that I am sure he will cherish for years to come and will never forget. I followed suit the first week in August by returning to Ohio for my 45th High School Reunion. I, too, was blessed to be reunited with some of my closest friends, however the turnout for my reunion was not quite as impressive as the turnout that Jim had for his. Mine was somewhat disappointing, but at least a handful of my closest friends were all there to reminisce with.

Well, now, on to the important Alfa Roadrunner Treasury information. First, we have acquired 12 new members since April 1, 2017. Seems somewhat impressive, however, our membership is still lower from this time last year because we lost 20 Alfa Roadrunners due to non-payment of their 2017/2018 membership dues. Following are the current balances in the Alfa Roadrunner Account:

Savings Account: \$5,555.28

Checking Account: \$1,507.83

Safe and Happy Travels,

Becky Godfrey

Alfa Roadrunner, Treasurer

TECH TALK

Water Bay updates by Dave Rypma

Recently, my grey tank electric valve has been misbehaving more than ever. I knew a replacement valve was in the cards soon since I was having trouble opening and closing the grey valve. Back in 2008, my black tank electric valve gave up; even the Allen key socket which provides for (difficult) manual over-ride was almost stripped, so replacement was mandatory back then before I was faced with a full black tank and no way to open the valve! The same thing was now starting to happen to the grey valve. Both valves are standard 3” sewer valves that are available from Valterra. The black valve (replaced long ago in 2008) is a simple straight valve, fairly easy to replace and inexpensive. The grey valve is placed in a way that doesn’t let you use a simple straight manual valve – you need a remote cable-actuated valve. Fortunately, that’s also easily available from Valterra, but a bit more expensive and can be installed with average skill; but it needs a flexible body! My pictures and description will show you why.

Getting at the wiring for the electric valves and opening up the space for easier access to the sewer connections is best done with the white face panel in the bay removed; that means disconnecting the black tank flush, the exterior shower connection, the phone wires, the hot water bypass handle, the city fill valve handle as well as the satellite and the city cable connections. But for what I intended to do, much of that removal was a “Good Thing”! I had just removed the KingDome from the roof (haven’t used it since 2007) so I had no use for the satellite switches and the cables in the sewer bay. Although I could have left the connections there for a remote satellite dish (using the 2 cables going from the sewer bay to the entertainment center), I chose not to connect them and just tucked the cables away for future use if I ever change my mind.

I use a wired Internet connection whenever I can (when parked in the driveway at home, for example) and was getting tired of snaking a CAT5 Ethernet cable through the bedroom slide and running a cable over the floor from bedroom to living room slide, so

wanted to add a CAT5e connector somewhere that would allow a CAT5e jack in the main slide. Something else to take care of during the sewer bay work.

So, here's what I planned on doing while working in the sewer bay:

1. Replace the grey tank electric valve with a cable-operated manual valve;
2. clean up the satellite wiring in the bay: remove the satellite A/B switches and the remote dish connection ports (I could have left these in – see notes in the text) and move coax out of the way;
3. replace the leaking plastic San-T-Flush black tank flush connector with a new brass version;
4. install a CAT5 Ethernet jack near the telephone jack;
5. remove the wiring, connectors and fuse holders for the electric dump valves; and
6. check the tank level sensors for my black tank (which have been misbehaving for years). I also need to check the grey sensor connections, but that's for another time.

Here are a few pictures that make clear what you're up against in the sewer bay (I don't have a "before" picture, unfortunately). The first picture is of the final result. Note that the new manual valve is to the left of the panel (mostly, you just see the bracket for the handle). Also, much of the clutter on the panel is gone since the satellite connections and switches are gone. The added jack at the top right is the new CAT5e connection for an Ethernet cable. The San-T-Flush connection and valve are new.



The photo on the right is an image of the remote valve box. This is a Valterra TC372 valve made for a 3" waste pipe. On the left is an image of the original electric valve.



Removing the old valve will require completely draining both tanks. And I recommend a complete flush as well since both 3" lines will be open to the air (and your nose!). Have a few pairs of good quality vinyl gloves available for use to keep the nasty stuff away from your bare hands (I used 7 mil or 9 mil disposable gloves from Harbor Freight). To make the valve installation easy, you should remove BOTH the black and grey tank valves and reinstall them at the same time (the black valve and the new grey valve). You may need to break away some of the grey foam around the black valve to access mounting nuts. If you need to, this is a good time to replace the black valve as well. When I removed my black valve, I found that one of the rubber sealing gaskets was pinched in the gap between the flange and valve and needed replacement due to deformation (my own fault – I installed that valve myself back in 2008). The pinched seal gasket confirmed the value of my decision to remove the black valve at the same time as the grey valve; this gives you the room to properly install all four gaskets correctly on the flanges that mate to the valves. I coated the new gaskets with silicon grease to get them to stick to the flanges easily (without that, you would need something like 6 hands!). Once the valves are disconnected from their respective waste tank pipes, you'll have lots of room to work at installing the remote handle for the new grey tank valve. First, you'll need to mount the handle bracket on the bay wall as I did. You can mount it closer to the left wall if you like; that will prevent you from having to move the paper towel and soap holders (if you have them). The bay wall material is by itself a bit too thin for firmly mounting the bracket so I backed it up with a piece of 1/2" x 4" x 6" cedar behind the wall. The space behind the wall is narrow, but easily accessible from the large bay beside the sewer bay

– just slide the tray out and crawl in to access the space. I marked the wood using the bracket and accurately drilled holes in the wood to accept 3 - 1/4" x 24 T-nuts which are meant to be inserted into the holes and nailed into place. The bolts I used were 1" x 24 stainless hex bolts screwed through the top, 3rd and 4th holes in the bracket (see the finished picture on the previous page to check the locations I used). The T-nut looks like the pictures presented here.



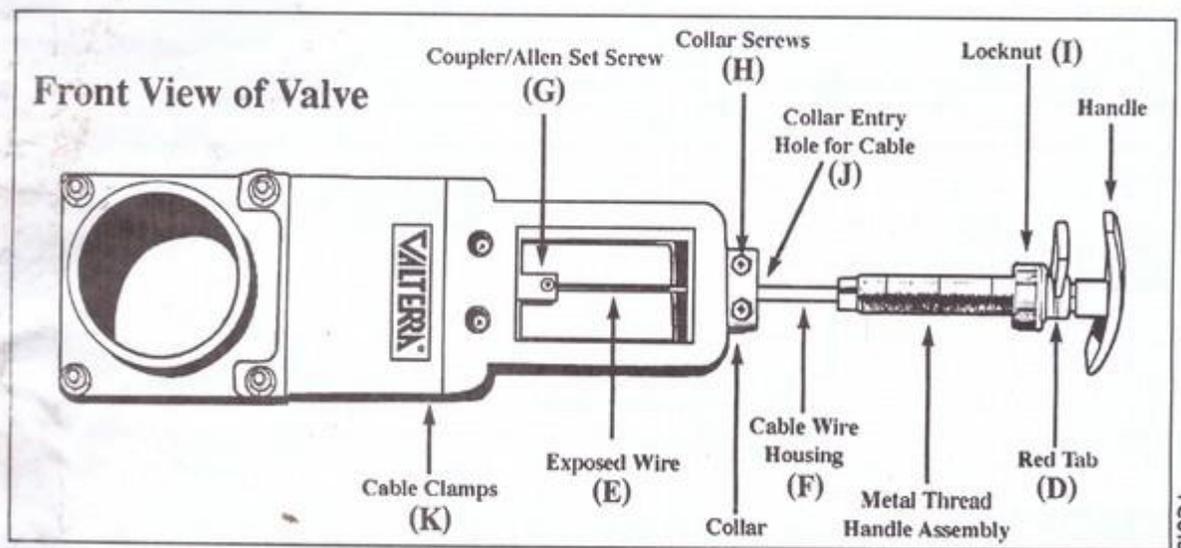
Use the bracket to mark and drill 1/4" holes through the bay wall in the selected locations (same holes you used for the backing wood). Now comes the time for contortions as you get into the cargo bay on your belly to hold the wood in place while a co-worker (or spouse) inserts the bolts through the bracket, the bay wall, the wood backing and then into the T-nuts. It may help to use an awl or stiff wire to line up the first (top) hole so the bolts will more easily find their homes screwed into the T-nuts. Tighten the bolts and the bracket is done! Here are a couple of images showing the wood backing (the right picture shows the edge of the bay door and the back of the sewer bay electrical outlet):



Now you will need to install the valve bodies, their gaskets (4 of them, one on each side of the valves) and the bolts. The valve(s) come with new bolts, so use them. Note especially that the bolts for the remote valve have 2 different lengths! Be sure to put the short ones in the holes away from the handle side. Also, you will need to remove 2 screws from the cable clamp so you can remove the clamp from the valve body. You need to do this so you can fit the clamp part of the valve over the flanges on the pipes coming in and leaving the valve. The simple straight valve doesn't have this extra part and all bolts are the same length (for the black tank valve if you are also replacing that one – or if you just removed it so you can put the rubber sealing rings back in the correct positions). I put silicon grease (plumber's grease) on each sealing ring so they would stick to the flanges when I placed them there. At this point, as you replace the "Y" pipe and the safety valve section, you may need an extra pair of (gloved) hands to help you hold it all in place as you insert the bolts and get the nuts back on them. Don't tighten the nuts up until you get all the bolts back in place; then gradually tighten them all (being careful not to force anything!). Tighten it all up, including putting the valve cable clamp screws back where they belong (I found it easier to put the nuts in front and the screws in back, using a short Philips screwdriver at the back).

You should probably examine your safety sewer valve while you've got it disconnected and out where you can examine it. Wash it all off and take a look, maybe lubricate the gate while you can access it. And if it's stiff and hard to operate, consider replacing it as well. For the price of a straight gate valve, it's the right time to replace it if necessary.

Now for the final installation and reassembly steps, starting with final remote valve preparation.



It's time to measure and cut the remote activation cable to the proper length. Insert the cable through the bracket and seat the handle where it belongs. Thread the locknut on if you need to hold the cable in place. Keep in mind that the first 6 inches of cable coming out of the valve collar and the handle assembly needs to be straight for proper operation,

so when you mark the cable jacket for cutting, be sure you have that in mind. The curve should be gentle and can just hang in the air – no additional support required for the cable. You will need to mark the jacket for cutting at the far end of the valve collar (see drawing above). When you have it marked for cutting, **PULL THE INNER WIRE ALL THE WAY OUT** of the cable jacket with the handle so you can't cut the inner wire. When the jacket is cut (use hardened wire cutters and, if needed, open up the jacket hole with an awl or other tapered point), put the wire with handle back into the jacket (be **SURE** the red tab is in place and the handle is snug against the handle assembly). Measure 4-3/8" from the jacket end along the wire and cut it there. Use hardened wire cutters to cut both jacket and wire. Put the handle assembly back in the bracket, tighten up the locknut and feed the wire through the collar entry hole and push the jacket all the way into the collar; tighten the collar screws to hold the jacket securely in place. Now push the handle so the wire goes into the coupler hole and securely tighten the Allen set screw with the supplied Allen key. Remove the red tab when it's all tightened up. The remote valve installation is now done!

Here are a couple more images of the new valve and its placement.



Next, you will need to make any other desired changes. In my case, I removed the Satellite A/B switches from the panel as well as the connectors for the external satellite dish (I never use those connections). I also removed the 2 electric valve switches and their associated wiring (including the in-line fuses – tape up the live ends!) and the “Spare Switch” which Alfa installed there for some reason! I used the freed-up space to install a plate with a CAT5 Ethernet jack. You could use that space for any other connection you might want to supply into the living room area. I covered up any remaining holes with white 4” Eternabond tape cut to fit (I always carry a roll of Eternabond tape with me for emergency roof repair). On the back of the panel, I covered the holes with aluminum foil duct tape so there was no place for dirt or water to enter behind the Eternabond tape. More on the CAT5e jack install later.

I also changed the San-T-Flush connector and valve while I had it off; it's been leaking for almost 8 years now and it was about time to fix that! I purchased a brass hose shut-off valve with "easy lever" from Home Depot. You can see it in the first picture with a brass male quick-connect installed (the shut-off has a standard male hose fitting on it, so you can put the connector of your choice on there instead of the original cheap plastic female quick-connect with cheap plastic ball shut-off valve).

Note that the white plastic panel is held on by 3 screws along the top, 2 screws on the right side and 2 more on brackets at the bottom. Once these screws are loosened, the city water fill tap handle and hot water tank bypass valve handles are removed and the compression fitting nuts on the back for San-T-Flush and shower taps are removed (you can reach in behind the panel to access these compression nuts and loosen by hand), you can lift out the white panel which will now be fastened only with the wires for the satellite connections, the city cable connection, the telephone plate and the dump valve wires. Remove the connections to the panel (7/16" wrench to remove cable connectors, unscrew the telephone plate and unplug the valve switch connectors). Now remove the parts you won't reuse (in my case, all the switches and connectors; the only connection I kept was the phone plate connector since I have a land-line connection at home to hook into). If you exclusively use a cell phone, you may be able to do away with the phone plate as well, but you will still have the connections in the coach!

While I had the panel off, I checked the connections on the tank level sensors; they were ALL loose to the point of almost falling off! Here's where you can find them (the lowest one doesn't show, but just follow the wires).



You can also see the coax that goes to the front and to the rear where the dome was mounted. I just tucked it out of the way and left it for possible future use. I may sometime want to use those 2 coax runs that go to the entertainment center up front.

The PEX pipe disappearing out of the top of the picture goes to the air gap and one-way valve that isolates the San-T-Flush connection to the black tank (you see the wall of the black tank here). These devices are accessible behind a removable panel on the side wall of the 2nd shelf of the pantry in the coach. The cable you see attached to that PEX is my new CAT5 Ethernet cable going up to the edge of the

slide in the living room (pictures and description on the next page). That CAT5e cable has a modular connector installed on it, available from Leviton (at Home Depot) – a

“GigaMax Snap-In QuickPort Connector” (one on each end). Again, you can see a picture of the connector on the next page.

The final upgrade was to install a CAT5 Ethernet connection from the sewer bay (the jack can be seen on the top right of the first picture on the left on the next page) to the side of the pantry right beside the main slide. I poked a hole beside the PEX pipe going into the sewer bay with a large spike that was just bigger in diameter than the CAT5e cable that I wanted to route from the inside to the sewer bay. The picture above shows the wire tie-wrapped to the PEX and the pictures below show the connection inside on the pantry end. Note that I used special plastic low voltage frames designed specifically for mounting standard electrical plates for low voltage communications wires (phone and Internet).



You can see the frame installed to the left with the Leviton CAT5e Snap-In QuickPort Connector. The connector snaps into a Leviton QuickPort Wall plate available at Home Depot. See pictures of the connectors on the next page.



It's useful to know that 2 of the sidewall panels in the pantry unscrew and give you access to useful spots in the wall. If you look carefully, you can see the solar wires (black and white) strapped to the vent stack. Note also that the floor of the pantry comes off with the removal of a number of screws. Under there, you will find the ducts that supply conditioned air (heat/cool) to the toilet room (in my particular coach layout).

One final thought – these pictures are for a 2006 Gold model 1002 with walk-through bath and garden shower.

Next issue, I hope to have the write-up for my entertainment system changes finished. I upgraded all TVs to use HDMI (1080P), moved the main TV to the slide on a motorized lift, added a HDMI matrix switch, an over-the-air (OTA) receiver & PVR with HDMI output so that everything works in high definition and to all TVs in the motorhome (except outside – that's still on coax). My setup includes a 2-channel satellite receiver & PVR. So hopefully, look for that in the next issue.

Residing & Painting – Article by Dale M. Prichard

With the RV market ever changing and Susan and I passing near the Wakarusa area, I believed it was time again to revisit the facilities that have the ability to perform a residing on our Alfa's.

The information I am about to give is my own opinion based on my observations and discussions with current Alfa owners having reskins and custom paint jobs.

The facilities I visited:

Paul's RV Service & Interiors, located in Wakarusa, IN.

New Debut, formerly M.C. Miller, located in Wakarusa, IN.

Paul's RV Service & Interior's is owned and operated by Paul Conley. Paul was the original manager of Precision Painting & Renovation facility located in Bremen, Indiana. In 2016, Paul was given the opportunity to open his own business. The facility has hookups for 4 RV outside with electric. The facility can house 10 full size diesel pushers inside during renovations. When Paul left Precision Painting, many of his former employees followed him. So, in this respect, Paul retains the same quality team.

Paul currently has a reciprocal agreement with Mike's Custom Painting in Bremen, whereby they exchange services for their customers.

Recommendation for Paul's RV can be read at this link.

[Paul's Rv Service - IRV2 Forum](#)

Paul has also created a Facebook page:

[Paul's Rv Service Facebook](#)

In discussing Alfa motorhomes with Paul, he stated that he would still consider performing reskinning for Alfa owners. Paul's only work is Rv Renovation. He does not plan on expanding his business into new RV's. His current appointments are currently scheduled 3 to 4 months out and the length of time it takes to do a job is based on the work ordered as well as scheduling into the paint shop.

IMO be aware that timing will be a factor in doing a complete re-skin as the RV industry is booming and communication throughout the process is very important.

New Debut:

Currently I do not have much on the new company, except to mention, PJ Miller and New Debut have come to a mutual agreement to terminate their relationship. Megan Miller is still associated with New Debut along with a business partner, Scott Tuttle.

Concerning the departure of P.J. Miller from New Debut, I can only state that the work expected from New Debut should still be of the highest standard. P.J. Miller may reenter the renovation market in the future and if so will share his business model with us at that time.

My observation of the New Debut facility, even though I did not tour the facility this year: I noticed the employee parking lot filled with vehicles, both employees and new campers. We were informed in 2016 that their new business model included offering services to the many RV manufacturers in the area. This business approach provides an inspection and warranty repair on the many campers now being produced, both prior to and after delivery.

In my opinion, this new business model appears to be the core of their business.

In addition, to my observation, I have had lengthy ongoing discussion with 2 Alfa owners currently employing New Debut for reskin/repaint jobs. The biggest concern remains timely communication of work progress and return calls, emails or texts.

Discussions as to what stage of the process the coach is in or if issues/problems/delays occur do not appear to be conveyed to the owners on an ongoing basis. Please understand, these are not my words, but close friends who are currently working with New Debut.

My recommendations to anyone considering a reskin/paint of their Alfa exterior would include discussing your needs/expectations with all the facilities. Prepare a written document of what your expectations are and determine the work required. I would recommend you consider length of time to do the job, cost of the job, expected delivery date and communication expectations during the process. Susan adds that you may want to be made aware of any outside sources/subcontractors who will be involved in various aspects of your job.

Through your investigation of the various facilities, you will find one you feel most comfortable working with and make the best decision of you as to whom should tackle your coach reskin/repaint and will be ready to move forward. Document the terms you agreed to.

I am writing this as an observer. However, Susan and I embarked on the reskinning and repainting process of our 2003 Alfa ourselves in 2012 and I am very familiar with many of the Indiana players since then. Everything I wrote here is my opinion and in no way indicates that quality work is compromised at any facility. I can personally tell you, that the intent of the principles is to do whatever it takes to make you happy. My intent in sharing my observations with our Alfa members is to keep you informed to enable you to make good decisions as you might move forward.

If we were to consider a reskin/repaint of our 2008 at this time, I would seek out Alfa owners who are currently in or have recently completed the process. I would ask for their opinions as to what worked and what did not and what improvements could be made on the part of their renovator facility of choice. I might then wait a year to let the dust settle on the many changes taking place in the industry or use this time to determine who my choice of service provider would best fit our needs.

NEWS FROM OUR FELLOW ROADRUNNERS

From Frank and Deanna Jones

Hi Alfa Lovers,

We are spending our summer in MO & KS locally at our campground & a county campground. We aren't doing any exciting trips. We are instead spending time with family & helping them with household projects in June & a little in July. At our membership campground, we did some landscaping, painted our shed & promoting pickle ball to encourage building a court. We are using our concrete patio next to the

pavilion to make a temporary court. We are also taking in a concert, outdoor musical, and a few local city type activities.

Our grand-daughter, Maya is 2 years & 9 months old but we haven't seen her as much as preferred. She & her parents spent 3 wks. in Japan & one week in San Antonio, TX. She got to sit in the pilot seat on one flight (before it took off of course). Ha, ha. She is becoming quite the little traveler.

And of course, we did our annual medical visits. Deanna's blood sugar got out of control over the winter so meds have had to be changed & now are improved. Frank keeps on working on his computer job some + other projects. Deanna would like to get the carpet replaced if possible before we leave for the winter & get the dinette cushions replaced. We haven't done anything about our pox or decals this season so far.

We are planning on heading to the SW for the winter so hoping to see all of our Alfa friends at the Quartzsite Rally. Deanna is advocating on staying put more this winter & may go to Palm Creek for several months. She is visiting some quilt shops locally in KS & taking a few projects to work on over the winter. She finally finished the black & white lap quilt & made a label for the back!! See you in January. Safe travels y'all. Deanna (Frank) Jones

From Chris Mooney and Barbara Leachman

The Moon Bus stayed in AZ longer this year than previous years. After the rallies in Tucson, we spent a couple weeks at county parks near Phoenix, and then moved up to higher country to Chris's son's house near Dewey, AZ. Being over 5000 ft. the temperature there is normally about 20 degrees cooler than Phoenix. Leaving the bus in Dewey, we drove our car to San Carlos, MX for a week to use a timeshare week that we had. Once back in Dewey, we dog-sat for three weeks while my son and his wife took a long overdue vacation. Once they got back from that, my son got word that he was being promoted and moving to Minnesota. So, we stayed a couple more weeks helping them get ready for the move. We were still there during most of the Goodwin wildfire, which burned to within about 10 miles of his house, but other than dealing with the smoke and the DC-10 aircraft overhead, we weren't affected. We finally headed north from AZ around the 4th of July.

From AZ, we booked it to Oregon in about a week. We went to Wallowa Lake State Park in the NE corner of the state to meet up with eight other RVs who we know from our boating days. All of them have either traded the boat cruising life for the RV cruising life like us, or they still boat in the Caribbean in the winter and RV the US in the summer. It was a great reunion. From Oregon, we dropped back to Utah where we are now beginning our National Park tour. Our plans will take through all the Utah National Parks, and then through Colorado for about six weeks until we end up at the Balloon Fiesta in Albuquerque in October.

The Moon Bus was treated to a bit of a spa month in July. Before we left AZ, we dropped down to Freightliner in Tollison for our annual service, then while in Oregon

we got new tires, and when back in Utah, we got a new windshield, overhauled the dash air conditioning, cleaned the radiator, and fixed a few other minor things at Charlies Service. Our dash air now actually blows COLD air, not just cool air. Can't say enough good things about the week we spent at Charlies.

We hope everybody is having a wonderful summer, and we'll See Ya!

From Denise and Bob Gray

When we left the Rally, we traveled back to Paradise RV Park in Sun City. We signed up for an annual site for the coming year. We left and went to Flagstaff where we ended up having a repair to our charge air cooler, as we were unable to make the hills in Arizona. We continued to Westminster CO and spent some time cleaning up our storage unit, in anticipation of closing it in the fall.

We continued east to Wakarusa where New Debut replaced one of our basement doors. They had it re-painted at Mikes and we traveled south to Kentucky for Bob to do a bit of Genealogy. We cruised around Kentucky visiting friends and dead relatives! Then we returned to New Debut to have the other basement door replaced and painted. We left and cruised through Wisconsin and Minnesota.

Last Chance: Albuquerque International Balloon Fiesta Rally

<http://www.balloonfiesta.com/event-info/event-schedule>

We are going to repeat last year's gathering and have a few spaces still available. This will be a volunteer rally requiring at least one person from each coach to volunteer for a minimum of 4 shifts at AIBF. We will meet at Enchanted RV, just west of Albuquerque on Weds. Oct. 4th and caravan into the Fiesta grounds on the morning of Oct. 5th to be parked together as Navigators (AIBF term for a volunteer). Fiesta dates are Oct. 7th through Oct. 15. There is required on-line training (informative and easy) and quizzes. Navigators may earn nice perks (clothing and discounted/free camping). As Navigators we are treated to several special meals, have a dedicated on-field Navigator area for viewing/warming and snacking. We receive passes to the Balloon Park for admission and parking. This is a DRY Camping event, but don't worry, we will be offering tips and tricks to help you enjoy this experience and water/pumping services are available for a fee. If you are interested, send me an e-mail or call me for more info ASAP.



Wagon Master: Susan Prichard – rvgrandma01@gmail.com 480-495-4645

2018- QUARTZSITE

Alfa Roadrunners Annual Winter Rally



Mark your calendars for January 19, 2018 thru January 28, 2018 and save those dates for Alfa Roadrunners Quartzsite Rally.

We will gather at our traditional camping location in the desert of North La Posa BLM, just south of the Quartzsite junction on Highway 93. As usual, the rally is planned, at the same time of the yearly Big Tent RV show held in the town of Quartzsite.

We are working on a great line-up of rally activities for 2018. There will be plenty of time for people "to hunt for bargains" in town. We will also have time for sharing meals, social hours around a warm fire, exploring the dessert around us, some fun seminars and sharing with other "Alfa" owners.

Watch your email for special Quartzsite news blasts and more information on how to sign up. If you wish to communicate with either the wagon masters, Dwight and Sharon Tisdale or Co-hosts Dale and Susan Pritchard you can email us at: sharontisdalern@gmail.com, tisdale@megavision.com., rvgrandma01@gmail.com. or gatorcq@gmail.com.

See you in Quartzsite! Sharon

AOC Rally 2018

Save the Dates!

Dates: April 10 to April 16, 2018

Location: Golden Village Palms RV Resort, Hemet CA

Wagon Masters: Jim and Vonnie Beard, Jimbeard1401@gmail.com

Co-Wagon Masters: Craig and Nancy McDowell, craig12412@gmail.com,
nancy12412@gmail.com

Roadrunner Pre-Rally April 5 to April 9, 2018. Rally Masters Jim Godfrey and Chris Mooney.

ANNOUNCEMENT

This is a great day for all Alfa faithful's out there. PJ Miller has announced the opening of MCI RV Service Center in his hometown of Nappanee, IN. PJ Miller and MCI RV will first and foremost focus on the Alfa community and the blistering issues. In addition, MCI RV is offering several other products and services such as interior and exterior refurbishing, rubber and fiberglass roofing, window de-fogging, and slide room additions. MCI RV has started booking re-skin units for the month of September. Call MCI RV today to schedule an appointment at 574-354-2731 or 574-252-9158.

GET-TOGETHERS

Mesa AZ

MOAB (Mesa Owners Alfa Breakfast) will be Saturday, February 13th, March 12, and April 9 (for those not at the AOC rally!), at the Golden Corral located on Power Rd and McKellips Rd in Mesa, AZ, 85205 starting at 8:30 am. Please wear your Alfa red shirts or your Park name tags. If you have any questions please call John Filipczak: [612-965-5762](tel:612-965-5762) or email me: johntsr641@gmail.com

Phoenix Westside Alfa Group

The third Wednesday of each month all year, 8:30 AM at Tivoli Gardens. Located at 12535 W Bell Rd, Surprise, AZ 85374. Contact Linda Rees 623-236-4061, or lindar@outdrs.net

Yuma, AZ

The Yuma Alfa Owners Breakfast is the second Monday of the month, November through April. All Alfa owners, past owners, and want-to-be's are invited. It's a great time to meet and greet, catch up on the goings on, and discuss the care and feeding of Alfa MH's and Fifth-wheels.

The Yuma Alfa breakfasts are held at the Copper Miner Restaurant (formerly Mi Fajita Restaurant), 11375 Foothills Blvd., Yuma, AZ. (The restaurant is under new ownership and management. They offer the breakfast special that a lot of folks like.)

If you're in the area we hope you'll join us for the breakfast. If you have questions or need directions please give us a call. And please pass the word.

Mel and Judi Kirkland '03 SeeYa 40', towing '15 Caddy SRX [928-342-7374](tel:928-342-7374)

FROM THE EDITOR

The next newsletter deadline will be November 1, but you can send me articles whenever you want and I will keep them for the next newsletter.

Suggested ideas:

- What you have been up to!
- Interesting places that you have visited.
- Great RV parks where you have stayed!
- Tech issues

Denise rvtreking@gmail.com.