



# Flxible Owners International (FOI) Winter 2025 Newsletter

## Board Chair Message

Message from Your Board Chair:

I hope this finds everyone well and enjoying your summer travels in a Flxible! As fate would have it, our most recent trip in our '54 Visicoach were curtailed, and we were unable to attend the Midwest Coachmen Rally at the FRVA (formerly FMCA) Campground in Cincinnati July 9-13 planned by FOI Member **John Maryo**. Our beloved Doloris was converted to an RV by Lynn Coach Works in 1983, and the vintage interior is one aspect that Crystal and I have always enjoyed – the fabrics, woodwork, layout, etc. Unfortunately, the fabrics had become thread bare with a 3in hole in the driver's seat! (See next page for photos of the seats) Thus, we've chosen to have both seats up front and the built in couch reupholstered. We were unable, despite exhaustive searching, to find the original fabric, we selected one very similar. We are fortunate to have one of the largest upholstery shops this side of the Mississippi just 5-minutes from our home. The timeline for the work to be completed was extended due to fabric shipping delays and the items were not completed in time for us to make the Cincy trip. It would have been quite interesting driving the bus without a driver's seat! Just last week I picked up the completed pieces, installed them and for some added safety measure – I installed seat belts for the first time! Below are a few pics of the upholstered pieces and we are quite pleased with them. Now we are onto planning our next trip!

**Finances:** No significant changes, we're in good shape – see minutes for exact #s.

**2026 Loudonville Rally:** Dates are set **Sept 16-20, 2026 @ Mohican Adventures in Loudonville, OH**. The Planning Committee continues to meet and has selected the Rally Theme and created the logo/t-shirt design (see page 3). The Rally theme is ... *(drum roll, please)* .... **Clipper Celebration. 80-years of Flxible Clippers**. The modern Flxible Clipper was launched in late 1946 and were produced until 1967. We will be highlighting these iconic Flxibles so be sure to mark your calendar and begin your travel planning – this will be a great event for ALL Flxible enthusiasts!

**Winter Rally:** **Hans Saier**, FOI Board member is planning for an exciting Flxible Rally in Pismo Beach, California January 29 – February 1<sup>st</sup>, 2026. If you are interested in learning more about this, please shoot Hans a note so he can get an idea of how many folks would attend: [hans@saierservices.com](mailto:hans@saierservices.com)

**Membership:** If you didn't receive your membership sticker in the mail, it means that your dues have not been paid – no fear, we'd love to get you up to speed. It is as simple as sending in your \$40 dues (check payable to "Flxible Owners International") and mailed to Melissa Coe 107 Park St, Lodi, Ohio 44254.

**Communications:** The website committee under the leadership of **Richard Humble** will be meeting again soon. Stay tuned as we continue to upgrade the site.

Have you done a recent project on your bus? Tell us about it!  
[Flxibleownersinternational@gmail.com](mailto:Flxibleownersinternational@gmail.com). -Brian.

<u>Inside this Issue</u>	Page
Board Chair Message .....	1
Photos of Santin Chairs .....	2
Rally Logos for Shirt .....	3
Stanley's Bus Article .....	4
Minutes of Jan 13th Mtg .....	10
Membership Application .....	13
Executive Board .....	14







(t-shirt front)

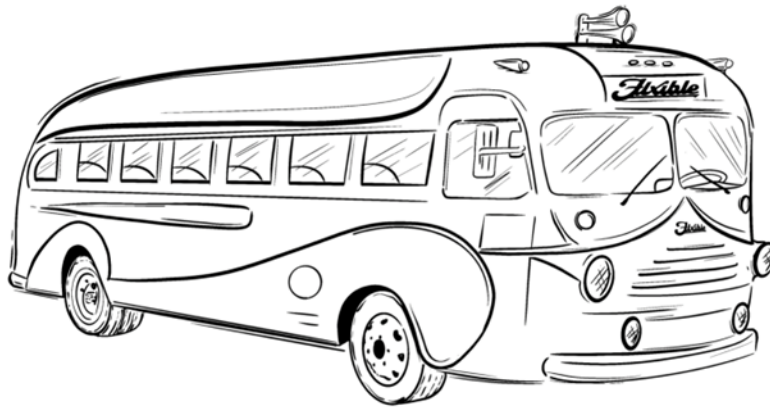
*Flxible Owners International*



*September 16-20, 2026*

(t-shirt back)

*Clipper Celebration*



*80yrs of Flxible Clippers!*



## The “Stanley’s” Bus

*By Steven Arnold*



Since a very young age I have always been interested about how things are designed and assembled. I was the kid that always took things apart when they were broken to see what made them tick. Soon I was fixing things and when done there usually were only a few parts left over. Sometime later repairs were made without those “extra” parts left over. In my teenage years I loved anything with a motor in it and as I came to driving age I was always buying and improving muscle cars and 4x4 trucks and to this day collector cars continue to be an interest and hobby of mine.

This passion was one of the things that attracted me to motor homing when Laurie and I started discussing a possible purchase. I enjoy looking for items to fix and improve and just plain tinkering with our coach. As RVer’s one of the first clubs that we joined was the Busin’ Buddies, a New England chapter of FMCA. It was interesting to meet and talk to some of the bus conversion folks at some of our first club events and one of them was Stanley Phillips (F10990). Despite the fact that Stanley had sold his bus many years ago it was interesting to hear of his conversion, in part because the make, model of his bus, a 1952 Flexible Visicoach, was one of the most attractive buses in many folks’ eyes. This same model was the red and white bus in the movie “RV” with Robin Williams, with the only difference being is that Stanley’s bus was a “raised roof” model which allows for more headroom and eliminates the step down to the aisleway. These special raised roof buses we made by Flexible for special purposes such as bookmobiles, X-Ray labs, Land Cruiser motorhomes and also mobile showrooms. The other thing that really impressed me about Stan’s bus was the apparent scope and detail of his build. At each successive rally that we attended I would always try to get some time with Stan to inquire deeper into his build. The more I heard, the more I appreciated what he had done. I have completed quite a few full car restorations over the years and to do it right one has to dedicate an enormous amount of time, so I certainly respect that doing a full bus conversion at a high level of quality will require a serious commitment. Countless hours are required for planning, designing the many systems, locating components and the construction. To think that Stanley did all of this pretty much single handedly while running a business, and being a family man is quite a feat.



Ken Brown, Stanley Phillips and Ned Brown

During one of our discussion sessions at a rally during the Summer of 2019 Stan mentioned that one of his sons had made contact with the current owner of Stanley’s bus through a third party and they were hopeful to be able to see the bus again when the owners were in Connecticut at the Vintage Festival at Lime Rock Park, but unfortunately that didn’t work out. It was clear that Stan was disappointed that he was not able to see the bus again and that got me thinking that it would be great to be able to reunite Stan with his old bus, so my search began to locate the current owners. I contacted Stan’s son Steven but discovered he hadn’t had direct contact with them. He did offer one clue though, he thought the bus may be located in Florida or New Jersey. Despite this disappointing news I had some great interactions with Steven and he had a lot of good information and early pictures that he was able to share.

## The “Stanley’s Bus cont.

This took my search to a new level which began with posting on a couple RV forums inquiring if anyone knew of the location or owners of the bus. After some time had passed without a response, I continued searching on-line and found the Flixible Owners International website. I sent an email to one that was listed on the site and within a few days I finally struck gold when John Maryo, a club officer who knew the bus and its current owners replied to me. Evidently the bus had attended the clubs bi-annual rally in Loudinville, Ohio, the town where Flixible buses were once built. Finally, after well over a month of searching I was interacting with Ken and Ned Brown, brothers and the current owners of the “Stanley’s” bus. They are great guys and were very excited to hear about the possibility of connecting with the original builder. They had been trying to locate whoever had built the bus since they purchased it five years ago. They had done a fair amount of research and documentation of the bus and had a wealth of information to share about it. I chose to call it the “Stanley’s Bus” because it seemed appropriate since the original factory records show that the bus was originally built for The Stanley Works Company of New Britain, Connecticut as one of its two 100th year anniversary tour buses. It was outfitted with multiple displays of Stanley’s vast hardware and traveled to destinations around the country. The second part to the plural of “Stanley’s” is due to the coincidental fact that Stanley Phillips had performed the extensive conversion. After the Stanley Company was done with their anniversary use of the bus it was then sold back and converted into a Chest X-ray Cruiser. There were a few of the X-Ray Cruisers built to travel into areas to aid in the diagnosis of Tuberculosis. When Stan purchased the bus in the 70’s the paint still revealed it to be an X-Ray Cruiser.



The “Stanley’s Bus while undergoing Stan’s Conversion The Xray Cruiser Lettering Can still be seen on the side.

He located the bus in New Jersey and drove there with a friend and their wives with the hope of purchasing it. The bus was in tough shape but after the deal was done Stan and his buddy threw a plate on it and drove it back to his home on Mass. Despite having horribly loose steering, questionable brakes and an underpowered straight eight Buick engine for motivation they made it home without incident.



My discussion with Ned and Ken continued and I had planned on driving with Stanley to Ned’s home in N.J. and back in the same day right after Christmas. Once I understood the time needed for me to pick up Stan, drive to Ned’s, return Stan and get back home it became painfully clear that it was too much for me to undertake at that time considering we were headed south for the Winter in a few days. I notified Stan and the Browns that I would have to reconsider the meeting due to the timing and I would be in touch in the Spring to coordinate a meeting. To my surprise, in a day or two, Ned contacted me to inform me that he and Ken had discussed another plan for us to meet. He let me know that Ken was an accomplished pilot and that he had access to a plane and if it

was ok with us, they would like to try to get us down to Ned’s prior to New Year’s. I was so surprised and appreciative that they would even consider such a gesture. Considering the significant time savings in traveling with a private plane it was clear that I could make the trip work.



## The “Stanley’s Bus cont.



*The Stanley’s bus in its original form with the many displays of Stanley Works hardware*

Ken and Ned worked hard to make it happen and within a couple days Stan and I were loaded into the plane with Ken at the controls on our way to Ned’s on a beautiful late December day. Ken was able to make arrangements with air control to allow us to make an amazing pass down the Hudson River at a low altitude to view New York City in a way that very few get to see. Once on the ground at a small airport in central New Jersey we were greeted by Ned and got ready for the short drive to his house. As we walked around the terminal we were pleasantly surprised by the site of “The Stanley’s Bus.” It was amazing to finally see it in person. It was a beautiful site and Stan was speechless.

It was a chilly day, so after a brief walk-around to take in the wonderful rig, we stepped inside the cozy warm coach that Ned had left with the heat running. The inside was in just as nice condition as the exterior and it was like stepping back in time. It became clear that Ned had spent a lot of time bringing the coach back to its current

fantastic condition while being very careful to respect its period look. After some light discussion Ken headed for the driver’s seat, adorned the period correct bus drivers cap, brought the engine to life, and soon we were headed on our way. I quickly recognized how quiet and well-mannered the coach felt. Once on the road it seemed to accelerate effortlessly. To be honest, the ride was much better than I was expecting. It was extremely comfortable and smooth and Ken was very comfortable behind the wheel despite not having been there for over a year.

When the Brown’s found the bus behind a repair facility five years ago it was in a state of disrepair and neglect with many subpar repairs having been done previously. Since purchasing the coach they have spent countless hours searching for period correct parts, fabrics and N.O.S. components. They have also spent an enormous number of hours repairing and updating every system in and under the bus. Besides the many needed repairs, they have also updated many of its systems, including its electrical management components, charging and inverting, plumbing, power generation and many more. This work occurred over the term of their ownership with Ned taking the lead on the systems while Ken handling the brakes, air lines and a new air dryer. Ken and his wife also took on the carpeting and upholstery work. The more they dug into the coach the more respect they gained for whoever had done the conversion. The attention to detail and professionalism became obvious to



*Our driver Ken as we head to his brother Ned’s*



*Some of Stan’s handywork that still looks Great despite being done 40 years ago*

them and at one point they thought the conversion had been done by a professional outfitter. During Ned’s updating and improvements he was very careful to hide the modern components whenever possible. When it came to selecting new carpeting and fabrics Ken selected patterns and styles similar to what was originally used.

Before long we had arrived at Ned’s to continue our discussion and investigation of the bus. The interaction between the Brown’s and Stanley about the details of the bus was really interesting. For example, Ned inquired to Stan about the ceiling of the coach which is made of a white padded material that closely mimics the material and style of modern high-end coaches today. The material and workmanship looked as though it was recently done.

When he was asked what company had done the ceiling Stan was quick to reply that had done it himself and went on to explain the details of

## The “Stanley’s Bus cont.

how it was fabricated and installed. We were all in awe and Stan seemed to enjoy looking back on his accomplishments. Despite needing a serious cleaning, the ceiling did not need any type of repair. The Browns went on to ask about the wall material and installation, which is fabricated from a tooled look Naugahyde material with nail head finishing accents where appropriate. The workmanship and detail around difficult areas like the trapezoid shaped windows is stunning and it is also in excellent condition despite being installed over 40 years ago. When Stan informed us that he had done that work also we could not believe it. Ken asked Stan where he had learned to do that level of workmanship and Stan replied that he had taken a night class at one time because it interested him. As we continued our interior tour a number of areas clearly showed Stanley’s ingenuity and true craftsmanship. These include an amazingly simple but functional storage system for a matching pair of tables for use between the sofas that easily assemble from components stored out of the way but in the perfect place for easy use. The two tables can be used individually or combined to create one longer table with exact grain matched solid wood tops. Another great component is the curb side sofa with a portion that rotates to become the co-pilots seat when traveling. A fiberglass surround shower and a rear stateroom with twin beds that easily convert to a king bed are a couple other interior items worth mentioning. The bus also has a complete galley which is still in original condition including the cabinetry and Formica counter tops that were all hand build by Stan. One of the few visible upgrades is the newly added microwave oven which Ned did a terrific job in making the necessary modifications to have it fit perfectly within the upper cabinets.



*Stan Phillips enjoying sometime on the bus again*



*The replacement script that Ned custom made to replace the damaged original one*

After a light breakfast on board prepared by Ned and his wife we exited for our tour of the exterior. The overall look of the coach is quite amazing, especially considering that it is still adorned by the green and white Imron paint with a yellow accent stripe that Stan had applied during his conversion. This is one item that Stanley asked a capable friend to undertake on his behalf. The paint is in fantastic condition with only a few minor areas that the Browns plan on attending to these of the near future. Stan also had some very tasteful pinstriping added that accent specific areas very well. Ned has repainted the steel wheels and replaced the stainless wheel centers and lug nuts along with re-plating many items such as the headlight surrounds, bumpers and the air horns to name a few. They weren’t able to locate a quality Flxible nameplate to replace the broken one that adorned the rear of the bus so Ned machined a replacement one from copper on his

CNC equipment and had it chrome plated. It is a very nice piece of workmanship and demonstrates one of Ned’s many talents. As we walked to the rear of the bus it was worth just taking a moment to admire the shape and lines of the back of it. On the roof is an air scoop the draws air into a plenum where the radiator and cooling fan are located which optimize the air movement and cooling affect. The entire rear of the unit is clean and aerodynamic looking with very unique glass lens stop/ turn signals. Ned was able to locate a pair of perfect NOS stop light assemblies after a “slight error” compromised one. Opening the hood reveals a pretty special power plant. When Stanley was doing the build, he spoke with others who had completed Flxible conversions and it was recommended that an Oldsmobile 455 engine was a good choice and he replaced the tired and underpowered straight eight Buick engine with one. After completing the first season with the new motor Stan was hungry for more power and he soon purchased an Oldsmobile Rocket 455. He did a performance rebuild to it to increase its output further and installed it during the off season.



## The “Stanley’s Bus cont.

The end result did yield an improvement in overall performance and he utilized it for a few years. At some point Stanley decided that he was going to take another stab at the power issue and at the same time convert it to an automatic transmission to further improve the driving experience. At the time the International DT-466 was a highly desired Diesel engine for its modern design, power and reliability and Stan was determined to have one for the bus. It was around 1983, the economy was soft, and he learned that International had a few new crate motors that they were anxious to unload. In short order Stan was able to strike a deal on one and it was on a truck headed his way. For a transmission he chose to go with the reliable four speed Allison. The last major component he needed was the differential axle and after making the needed calculations based on the final transmission gear ratio, the optimal engine RPM at highway speed and the tire diameter, he was then able to understand the differential ratio he would need. Once he had this in hand, he searched over the road truck junk yards until he found his prize under a ten wheeled dump truck. An added benefit to the massive differential unit is a pair of the largest brake actuator cylinders that I have ever seen and combined with larger brakes they increase the braking capacity dramatically over the original units. Once all of the components were in hand the work began for the transplant. Significant reinforcement of the frame and mounting areas was completed to handle the extra weight and power of the new setup. A close look at the engine bay reveals an extremely professional and detailed installation. With the exception of the visible significant frame reinforcements the whole assembly appears to be a factory installation and it has been extremely reliable.



A walk around of the bus reveals the utilitarian components within the storage bays. On the curbside there are three bays with drop down doors. The first two are for user storage and the Browns chairs, grill, leveler’s and other camping accessories are housed there. The third bay is for access to the 100lb propane cylinder and gas connections. In between this third bay and the rear wheel is the first of two black tanks. Moving around to the street side the rearmost compartment houses the refurbished electrical compartment. It extends higher than the floor level and fills the space under one of the rear beds. It houses the 3.5k portable multi-fuel generator and the 3kw Xantrex inverter, two 300ah AGM batteries and a Progressive Industries shore power manager and surge protector. In front of the left rear wheels is the second black tank and in front of it is another drop down door that houses the two 8D chassis batteries. Two 40-gallon fuel tanks are located forward of this bay and they are interconnected to alleviate the need for any switching device. Ned suggested that I take a look at the tanks as they are just one more item that he had found to be a work of art. Closer inspection revealed two fiberglass wrapped welded steel tanks with many obscure angles that allowed for optimizing the size of the tanks within fractions of an inch of the chassis and body shapes and various components. Designing and fabricating these tanks to fit in the area they occupy was quite a feat.



*Before and after the Brown’s completed the upgrade to the electrical panel*

After completing our tour and discussing some final details of the bus we were fortunate to have a few minutes to spare to see Ned’s amazing woodworking and metalworking shops. At one time he owned a well-established custom cabinetry and furniture manufacturing facility. When CNC equipment became established in the industry Ned purchased a CNC Router and before long, he started writing his own CNC code which developed into a stand-alone software that he marketed and sold

to the industry.





## The "Stanley's Bus" cont.

He also has CNC metalworking equipment to support his hobbies and interests. Coincidentally, Stanley's business was also in the metalworking industry, fabricating components to meet customer needs. The reason that I felt that this information was relative to the story of the "Stanley's Bus" is that it demonstrates the level of skill both gentlemen possess. The bus is most fortunate to have found both of them. It is likely that the bus would not have survived if it were not for Stanley and the Brown's.

We were soon on our way back to the airport in the bus and it was another fun ride. We had the opportunity to enjoy the trip to take it the sites. It became quite obvious that the bus stops people and cars in their tracks and it was quite amusing to take it all in. There were nods and thumbs up everywhere you looked.

Once back at the airport we thanked Ned for the outstanding hospitality and we were soon in the air once again for another scenic ride back to Massachusetts. When we arrived, we said our goodbyes to Ken with the hopes of meeting up again during the next RVing season.

I am so thankful that I was able to reunite Stanley with his old bus and its current owners and also to be a part of a very special day. Ned and Ken are special gentlemen and I feel fortunate to be able to call them friends. Meeting Stanley was very special for them as well as it closes a loop for them and ends a long search.



*Welcome aboard!*

Special thanks go out to Stan's son Steven for sharing his memories and photos and to John Maryo, Vice President of the Flxible Owners International group. I highly suggest taking a look at their interesting and informative website and consider attending their bi-annual rally. See the website for details at <https://flxibleowners.org> Also, the Browns have accumulated an immense amount of photographs during their work and its worth taking a look at: <https://goo.gl/photos/2hsFHpxUcwLWtrCX9>



## Board Meeting Minutes

May 19th, 2025 @ 7pm EST

### ATTENDANCE

Brian Santin – Chair / Rally Captain  
Hans Saier  
Melissa Coe - Treasurer  
Brad Wallace – Newsletter Editor

Dan Aldridge  
Richard Humble – Website Liaison  
~~Dave Rosique~~ – Social Media Coordinator

### 1. CALL TO ORDER/APPROVAL OF MINUTES of November 11th, 2024

A. Motion: (Richard 1<sup>st</sup>) / (Hans 2<sup>nd</sup>)

### 2. 2026 Loudonville Rally

#### A. Dates

- i. Theme selection and Logo development – DONE
- ii Itinerary to create — up next .....

### 3. Winter Rally 2026

A. Captain(s) – Hans as lead, Dave asst lead

B. Location / dates

- i Hans looking into various campground options. Pismo Coast Village RV Resort -
- ii Pismo Coast RV in Pismo Beach, CA –have clubhouse \$50/hr for rent, beautiful fire pit and fire tables and mult other amenities, walking trails, cinnamon roll place, fish-n-chips, pizza places in town – able to cater
- iii Sun-Thurs \$113/nt, Fri & Sat \$121/nt
- iv If get 25 coaches then can discount pricing, ? put question out on Facebook to see what the response/ interest may be.
- v January 29-February 1<sup>st</sup>
- vi Pismo Beach State Park next door and offers tent camping, maybe cabins

C. Likely smaller event than in past in part due to attrition in west coast membership

D. No issue for our buses to come into California from an emissions standpoint

E. Next step: collect interest form members on Facebook & FOI Newsletter

### 4. Treasurer's Report (Melissa)

A. Checking \$758.74

B. Savings \$11,484.55

- i. Motion (Santin/Aldridge) move up to \$500 from savings to checking to keep savings account 'active' with Huntington Bank.

C. Petty Cash \$89.80





## 5. Membership

- A. No recent membership renewals received
- B. Plan to add membership roster to website via password protection (*Website Committee*)
- C. Member Badge – Dan to draft design w/ name and ‘member since \_\_\_\_’ (*tabled — need pricing from Dan*)

## 6. Communications

### A. Newsletter – Brad

- i. Distribution – email (Brad) + regular mail (Melissa)
- ii. Joe Cooper (FOI member since 1992) passed away recently, Dave spoke to his widow and is putting together a short piece about Joe to include – future newsletter—Dave
- iii. Begin to compile list of former FOI leadership and ask members to help fill in the gaps – Q1 '25 newsletter – Sue Myers sent list to Dan, extensive going back to 1990 — *Dan to send list of former FOI Leadership to Brad for newsletter.*
- iv. Future articles: Stanley Tool bus (Ned/Ken Brown) BCM article,
- v. *Hans sending short blurb on their recent racing trip.*

### B. Facebook / Social Media - Dave

- i. Admin: Ronnie Brannon, Brian Santin, Dave Rosique
  - 1. Avg 3-5 people join the Facebook group per week
  - 2. ? add pic of Board members to Facebook page and pin membership app to top of Facebook feed
  - 3. Old Yahoo Flxible group info — Dave to ask on Facebook if anyone downloaded that information so we could possibly upload to the website as archives — *await feedback on Facebook*

### C. Website – Richard

- i. *Next meeting Monday, Aug 18th @ 7pm EST*
- ii. Make Newsletters more prominent, move Board Roster and Bylaws under Join tab
- iii. Add password login to member roster page
- iv. Add Honorary members
- v. ? able to upload videos of past Rallies to the website vs post on YouTube
- vi. ? rework to add tab for Membership info
  - 1. Roster
  - 2. Board meeting minutes
  - 3. Bylaws / Constitution
- vii. Can we tell how many views the website has? i.e. how popular is the website?



**7. New Business**

- A. Dave to investigate possible old FOI Rally videos from long-time members, Bud Hoover & Judy Nobles – Dave has them now but need to convert electronically, then? upload to website LegacyBox \$8/tape

**8. Other opportunities / plans of FOI Board members for upcoming travel**

- A. Dave Rosique still looking for ambition to put an engine in his Flxible

**9. Next Mtg Monday, September 22nd @ 7pm EST / 4pm PT**

**10. Adjournment (Dan 1<sup>st</sup> /Hans 2<sup>nd</sup>)**



**Flxible Owners International****Membership Application Form**

To Join or Renew Your Membership, please fill in this form  
and return it to Melissa at the address below.

Check One: ☐ New Membership Application      Newsletter (select one):  
☐ Renewal of Membership No. \_\_\_\_\_ ☐ Email Newsletter  
☐ Address Change or Correction      ☐ USPS/ Regular Mail

or email "info@flxibleowners.org" with information you want updated

Name: \_\_\_\_\_  
LAST NAME                      FIRST NAME                      SPOUSE

Address: \_\_\_\_\_  
STREET ADDRESS  
\_\_\_\_\_  
CITY                      STATE/PROVINCE                      ZIP/POSTAL CODE                      COUNTRY

Email: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

Coaches (YEAR, MODEL AND SERIAL NO.): \_\_\_\_\_  
\_\_\_\_\_

- Membership is open to any Flxible owner or enthusiast. Ownership of a Flxible is not required.
- Dues are \$40.00 for two years, pro-rated at \$1.67 per month or \$5.00 a quarter until July of the next EVEN year.
- To join or renew your FOI membership, please print this page, fill it in and include it with your check for \$40.00 USD (payable to "FOI") for dues until July 2024 and mail them to:

FOI c/o Melissa Coe  
107 Park Street, Lodi, OH 44254 USA  
Phone: 330-461-3023  
Email: [dctbymelissa@gmail.com](mailto:dctbymelissa@gmail.com)

OFFICE USE ONLY:    DATE RECEIVED: \_\_\_\_\_    MEMBER NO.: \_\_\_\_\_



## **Executive Officers and Board**

### **EXECUTIVE OFFICERS**

Chair/Rally Captain—Brian Santin	briansantin@gmail.com	614-571-8092
Newsletter Editor—Brad Wallace	brad@cappyscaramelcorn.com	859-466-4335
Treasurer—Melissa Coe	dctbymelissa@gmail.com	330-461-3023

### **BOARD OF DIRECTORS**

T-Shirt Master — Dan Aldridge	dan@dadesigns4u.com	231-651-0669
West Coast Coordinator — Hans Saier		616-795-1190
Webmaster Liaison — Richard Humble	rhumble1965@gmail.com	731-435-6106
Social Media Coordinator — Dave Rosique	rosique58@gmail.com	714-240-6839

### **PROGRAM MASTERS**


### **HONORARY LIFETIME BOARD MEMBERS**

Kenny Utterback, Loudenville, OH 44842 Email: kwutterback@gmail.com Phone: 419-991-3869	Dick and Betty Marsen, Methuen, MA 01844 Email: rimar69@gmail.com Phone: 407-843-3603	Ron and Judy Fonte, McMurray, PA 15317 Email: ronfonte@yahoo.com Phone: 724-941-8527
	Des and Patsy Feary, Morphett Vale, S.A. 05162 Email: cool47@bigpond.com Phone: 08-618-382-4809	

