



Palmetto Progress

Motorcoach Association of South Carolina

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Fall/Winter 2009

President's Letter

Bob Garrett

Sunshine Travel & Express
Lancaster, SC

HAPPY NEW YEAR! I continue to appreciate the opportunity given to me to serve as your president. I have visited other state association meetings and have met some wonderful people, those who own coaches and those who provide charter and tour services to allow us as motorcoach owner/operators to give our customers a great experience in the many wonderful destinations inside South Carolina and outside. We all hear that tours are down over past years because of the economy. That may be true. I know my business could be better. What keeps us going? Well, I can tell you what keeps me going. This industry is addictive. I have made many new friends and have had opportunity to build on existing friendships. I sincerely want to make MCASC the best association it can be.

Our next event will be the 7th coach roдео, which will be held in Anderson February 2. I want to thank Kathy Benson for all she and the local CVB partners are doing to make this a wonderful event. A coach roдео is a great deal of work for many people and it takes dedication to stand in sometimes adverse weather conditions to participate either as drivers or

as judges and scorekeepers. I remember our first roдео held at Carowinds when the weather was cold and icy. I don't remember any grumbling and complaining. We just got the job done and everyone had a great time despite the weather. We've been blessed in years since with sunny, maybe cool bordering on cold weather, but at least we've had no more ice. We've had great hosts including Florence, Spartanburg, Charleston, and Myrtle Beach. I am looking forward to the roдео in Anderson and hope to see you there. Last year, we had 36 drivers registered. It's an exciting time for the drivers and at least three go home with cash prizes and awards to display proudly. All drivers will receive a certificate of participation and a commemorative T-shirt. There is also the opportunity to win some nice door prizes. I hope to see you in Anderson February 2! (See the tentative schedule of events in this newsletter. Watch for your registration information by e-mail and fax.

The New Year has gotten here much quicker than I would like, but I am excited to think about what 2010 might bring to me as a motorcoach operator and to the Association through the faithful membership renewals and attendance at MCASC events. I appreciate every member's support throughout this past year and look forward to working with you to promote this great industry throughout South Carolina and beyond its borders. I hope you'll let me know if MCASC staff or board can be of help to you. If you have a question, don't hesitate to contact an officer, director or staff.

Happy New Year!

Bob Garrett

Attention Members
MCASC Renewal Invoices
will be mailed in January with
a deadline of April 1, 2010.

In This Issue
Upcoming 2010 MCASC
Annual Coach Roдео
Upcoming Southeastern Regional
Motorcoach Operators Meeting



HAPPY NEW YEAR!!



MCASC Seventh Annual Coach Roadeo

The roadeo is fast approaching! We're excited to offer the roadeo experience for the seventh year. It is hard to believe that it has been seven years since we held the first one at Carowinds with icy weather greeting us. But, the weather did not prevent us from having a great roadeo that year. Moving the date to early February does bring caution to mind concerning the weather, but hopefully, it will be agreeable and we'll have another great roadeo. If you have not yet experienced the roadeo, you must attend and participate in the 2010 roadeo. It is a great deal of fun and provides a wonderful opportunity for members to network.

The Anderson CVB is our host for the 2010 Coach Roadeo and Kathy Benson is at work to make it a great experience for all who attend. Below is a basic schedule of events. A more detailed schedule is being emailed, mailed, or faxed to all operator members and our coach members representing the coach manufacturers, seating, insurance, finance, etc. Don't miss this opportunity to attend a fun event for you and your employees and to network with other members. Don't forget families are invited, too. We need spectators to motivate the drivers. We also need members to serve as judges and scorekeepers and other duties related to a successful roadeo. Register as soon as possible!

Holiday Inn and Fusion Warehouse, Anderson, SC Tentative Schedule of Events

February 1, 2010

4:00 Board of Directors Meeting

This is notice to all operator members of the Board of Directors Meeting. All operator members are invited to attend.

6:00 Social

7:00 Dinner for board and others who arrive early

February 2, 2010

All events will be held at Fusion Warehouse.

9:00 – 12:00 Registration

9:00 – 9:30 Continental breakfast for all participants

9:00 – 10:00 Orientation* for Judges

10:00 – 11:00 Written test for drivers and mechanics

10:00 – 12:00 Seminar for operators

Speaker: FMCSA: CSA 2010

11:00 – 12:00 Course Orientation for Drivers

12:00 – 1:30 Lunch for all participants

1:30 – 5:00 Driving Skills Test in the Parking Lot

1:30 – 5:00 Seminar for Drivers

5:30-6:30 Awards presentation

**Orientation will be conducted by: Brian Pinckney, Roadeo Committee.*

Roadeo Committee members include:

JoLynn Lott, Chairman,

Johnny Cauley, David Parham, Brian Pinckney



Southeastern Regional Motorcoach Operators Meeting Hilton Alexandria Mark Center Alexandria, Virginia January 13-15, 2010

All MCASC operator members and coach members should have received the registration material for the Southeastern Regional Motorcoach Operators Meeting in January. The work of the Southeastern Regional Motorcoach Emergency Evacuation Advisory Committee over the past seven months has been very productive. This is just one example of the benefits of the southeastern operators' organization. It is not an official association, but it has been an operators' organization for the past eight years.

The meeting began on the premise that operators need to meet to discuss common issues, and try to resolve those issues through resources available. Sometimes resolve has been accomplished and sometimes it hasn't. Because some things, we have concluded will not be resolved. But, the success of the Advisory Committee has been energizing those serving on that committee for the past seven months. All most weekly conference calls have kept the committee on target. What has been rather significant is the fact that while the committee has worked diligently to accomplish the four tasks assigned regarding emergency evacuation, the committee members have come to realize that not only are there opportunities for equipment utilization when there are hurricanes, but the horizon has broadened to explore other opportunities for operators to participate in major special events requiring multi-company involvement. The Southeastern Operators together have a much stronger voice in determining fair pay, fair treatment, process involvement and improved communications between the operator and the client, whether it is an emergency management agency or a special events transportation provider.

It is an exciting thought that southeastern operators collectively could enhance the business possibilities for all. Please mark your calendar and plan to attend the January 13-15 meeting in Alexandria. Decisions will be made for the future of the Southeastern Meeting. Should it be a legal organization? If so, there are other decisions such as a dues structure. Should the state associations support it or the operators or a combination? Should a committee be formed to explore alliances with event transportation providers? Should the Emergency Evacuation Committee continue as a liaison with the state emergency management agencies? Your opinion is welcomed as these and other decisions and discussion topics are explored. In addition, the schedule of events includes several excellent education sessions featuring FMCSA update on CSA 2010, public-private

partnerships/active tourism-changing tour demographics, how to manage your record on the FMCSA web site, web sites to enhance your operations, plus the always popular nuts and bolts panel discussion with coach sales and technical staff.

Times are tough right now. The old adage is “when times get tough, the tough get going.” Now is the time for you to really get going. The investment you put into attending this meeting will bring benefit to you and your business.

Also, ABA has issued an invitation to all operators attending the Southeastern meeting to participate free of charge in the operator education sessions and the equipment pavilion on January 15-16. Take advantage of the convenience of attending these opportunities. You have the option of hotel accommodations at the Hilton Alexandria Mark Center or just ten miles away across the Potomac River is the Gaylord National Resort, headquarters hotel for ABA’s Marketplace.

I hope to see good representation from each of the southeastern and south central states at the Southeastern Regional Motorcoach Operators Meeting in January! If you need registration material, please call or email.

Safe travels!

Linda Morris,
Executive Director
MCASC

New Members

ASSOCIATES

ATTRACTIONS

HAMRICK’S, INC.

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FAX 864-487-0954

Email: bwhite@hamricks.com

Web: www.hamricks.com

Brandy Hartman, Senior Program/Special Events
Coordinator

Hayden Trnavsky, Associate Director of Advertising
Description: Family Clothing Store

HOTELS

COUNTRY INN & SUITES ATLANTA GWINNETT PLACE

3530 Breckenridge Blvd.
Duluth, GA 30096
678-405-2900 OR 800-456-4000
FAX 770-935-7025

Email: cx_atgw@countryinns.com

Web: www.countryinns.com/duluthga

Michael Hughes, Director of Sales

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FAX 717-569-4208
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Web: www.edenresort.com
Chet Joines, Tour & Travel Consultant

Changes

OPERATORS

CJ TOURS

FAX: 864-533-1299
Southern Connection Tours
David Braught, General Manager
Email: braughte@bellsouth.net

ASSOCIATES

More changes have been made than space allows in this newsletter. Please check the web site listing for correct contact information for the following associate members:

ATTRACTIONS

DOLLY PARTON’S DIXIE

STAMPEDE DINNER & SHOW

HOTELS

HAMPTON INN BRUNSWICK
HAMPTON INN-PORT WENTWORTH
HILTON GARDEN INN-BEAUFORT
HOLIDAY INN ATLANTA NORTHEAST
ORLANDO FUN SPOTS HOTELS
SPARTANBURG MARRIOTT @
RENAISSANCE PARK
WESTGATE RESORTS

RESTAURANTS

CFC OF CHARLESTON

SALES, SERVICE, PRODUCTS

THOMAS WOOD INSURANCE AGENCY, LLC

THEATRES

SIGHT & SOUND THEATRES

TOURISM AGENCIES

BRUNSWICK & THE GOLDEN ISLES CVB
CAPITAL CITY LAKE MURRAY COUNTRY
PA DUTCH CVB



Drivers' appearance: Important to your and their future

Written By Dave Millhouser. Reprinted from Bus and Motorcoach News, a publication of United Motorcoach Association, November 1, 2009.

Our boss was at his wit's end. He'd accumulated a fine group of drivers for the summer season but we just didn't LOOK the part. No amount of driving skill could overcome the perception created by ratty blue jeans and T-shirts. So, Joe mandated we all wear blue shirts, clip-on ties and name tags. Folks, this was the 1970s and blind obedience was not in the cards.

One rascal discovered you could get a discount on name tags -- if they were all the same. The next time we were together, we sported ties clipped to our back pockets and all of us wore name tags emblazoned "ETHEL."

Times have changed but one thing has remained constant: Drivers are the face of your company. Their appearance and demeanor may be the only thing your customers remember about a trip.

When life gives you lemons, make lemonade. Hard times have ended the driver shortage and created an opportunity to mold your folks into a team positioned to take advantage of fading competition, and the good times that will eventually return. For the first time in a while, it's possible to unload the weak links (and put the mediocre ones on notice). Not a bad idea, but there's also a ton that can be done on the more positive side.

Driving a motorcoach IS a responsible job, and doing it well should be a source of pride. Good drivers should look the part (for bad drivers, see paragraph seven). What they wear doesn't have to be expensive or fancy, but it ought to be consistent and convey the fact they are professionals.

Would you be happy flying in a 747 whose pilot was wearing cutoffs and flip flops? We're not THAT different, lives and sophisticated equipment are at stake.

Part of the deal is personal grooming. Haircuts, bathing, shaving, jewelry and the like all have to be within boundaries that have been set -- and understood.

By the way, that roaring in your ears isn't tinnitus, that's the laughter of people who know me. What the last few paragraphs prove is that, in real life, I'm still able to serve as a bad example.

It's important that professional appearance be an accurate reflection of behavior. The trigger for this column was a Washington Post article about a Washington, D.C.-to-New York City bus trip. It was a horror story involving, but not limited to, a driver engaged in cell phone chatter, car nudging, tailgating, obscene gestures, littering and driving under the influence of a hamburger in his lap.

In my misspent youth I did many of those things, but not all at once, and NOT at the wheel of a loaded coach.

The Post article named the operator, and heads have rolled, but real damage was done to both the bus company

and our industry.

Airlines correctly make the distinction between skills and demeanor. When pilots have accumulated enough seniority to become captain, they're sent to the airline version of "finishing school," where they learn how to look and act the role of Airline Captain.

Good coach drivers take pride in their driving, navigational and mechanical skills. The best know how to convey that pride to their passengers.

When you plan drivers' meetings, consider having a component similar to the "Captains School" where you set guidelines, and discuss the appearance, behavior and demeanor that will best serve your company and customers. Role playing can be useful (and fun). Drivers will enjoy telling war stories, and learn from each other.

Read, then post, comments from customers. Tips (in the form of crisp greenbacks) are a powerful incentive for charter drivers to get this aspect right. Good line drivers take justifiable pride in their work, for the ones who don't, refer back to paragraph seven.

Stress how important appearances are to your business, and their future. For a motorcoach driver, people skills are nearly as important to driving well.

In ye olden days we had a driver we called the Granola Kid. At mealtime he'd drop his passengers off at the restaurant entrance. Once they were inside, he set up his little Bunsen Burner and pot in the parking lot, then cooked some concoction of nuts and twigs. He wasn't so much a vegetarian as a nut case.

Before we got to point out to him that his behavior made his passengers squirrely (pun intended), he parked his bus near a forest, and disappeared. Hope he's not working for you.

Dave Millhouser is a bus industry marketing consultant and freelance writer. Contact him at: dave_millhouser@hotmail.com.

Aging workforce = higher workers' compensation costs

Written By Julie A. Croushore. Reprinted from Bus and Motorcoach News, a publication of United Motorcoach Association, November 1, 2009.

The growing concern over a slow economic recovery is causing many older Americans to either delay retirement or return to the workforce after they retire to supplement their income.

Interestingly, AARP (formerly the American Association of Retired Persons) reports that passenger transportation is one of the leading industries employing these older workers. At the same time, the National Research Council points out that 54 percent of all U.S. bus drivers are aged 45 or older.

This trend creates both benefits and challenges for employers, with one of the challenges being the impact older employees can have on an operator's workers' compensation costs. Senior employees are one of the transportation industry's greatest assets. They bring vast experience and knowledge to the workforce, as well as maturity and professionalism needed in an industry revolving around customer service.

At the same time, older employees also present an

added risk of injury as many older Americans suffer from obesity, arthritis and other chronic pre-existing medical conditions. At a recent conference of the National Council on Compensation Insurance it was revealed that the fatality rate among injured workers aged 65 or older is triple that of workers ages 35-44, and there is a 50 percent increase in days missed from work by those injured workers.

Employers cannot ignore these alarming statistics or the fact these risk factors can lead to increased workers' compensation claims costs, and ultimately higher insurance premiums. Our aging workforce demands we take a proactive approach to risk management.

A typical claim: As a workers' compensation claims management professional, I'm frequently asked by employers: "Why do I have to pay for this?"

Take this typical claims scenario:

John Smith, a 65-year-old veteran and retired heavy labor truck mechanic, re-enters the workforce as a part-time motorcoach driver. John has always loved to drive and sees this as a great opportunity to supplement his Social Security income.

He readily admits he has a bad back from an old military injury that has progressed as he has aged, but he's a safe driver willing to take any available run.

Then, one day, he's assisting a passenger with luggage when he strains his back. Now he faces back fusion surgery which will keep him off his feet for more than three months. He files a workers' compensation claim with his employer.

Of course, the employer wants to know why he is responsible for the workers' compensation claim. The answer is that the workers' compensation system treats an aggravation of a pre-existing condition as a new injury if the last exposure, or the incident that results in work loss, occurred while Smith was employed with this company.

In this case, the employer must pay the workers' compensation claim even though Smith's pre-existing condition was a contributing factor. The employer faces substantial expenses. The claim cost for the back injury and surgery will likely run \$100,000-\$300,000, depending on the state.

Additionally, there are residual expenses an employer can face, including replacement costs to cover the lost work of the injured employee, reduced employee morale, and possibility for similar claims from other employees.

There is also the potential exposure from discrimination claims under the Americans with Disabilities Act or state fair employment acts, which require employers to make accommodations for employees with known disabilities.

Reducing risk exposure: Although accidents will always happen, the majority of workers' compensation claims are not accidental - they are preventable. Many claims actually occur because the employee does not have the physical capacity to safely perform the job. This is especially true when employing older workers with pre-existing and chronic conditions.

The ADA and state fair employment acts prevent employers from questioning job candidates about prior injuries or disabilities. So, how do you determine if an individual can safely perform the job duties? Here are some ways to assess potential employees,

and help control your workers' compensation claim losses: Engage a service or medical clinic to provide pre-employment physical examinations and/or pre-employment physical abilities testing.; Invite the service's medical director to tour your facility to gain a better understanding of the nature and duties of your various positions.; and Provide clear job descriptions to the physician who performs your fit-for-duty exams.

Know options up front: Going back to our example, let's assume the employer requires its motorcoach operators to assist with luggage as stated in the job description. This being the case, they could have sent Smith for a pre-employment physical examination or abilities test to determine if he could safely lift luggage weighing between 20-50 pounds.

The employer would have learned the extent of Smith's back injury, and would have also discovered he could not safely lift heavy suitcases. Having this knowledge would have empowered this employer to make a more informed employment decision.

Obviously, they could have decided not to hire Smith since he was medically unable to safely perform an essential function of the job, or offered him a driving position that did not require lifting.

While a certain number of workers' compensation claims are unavoidable, implementing pre-employment physical exams and/or physical abilities testing with a reliable medical facility can significantly reduce your exposure.

Given today's older workforce and the associated risks, it's more important than ever to carefully evaluate your hiring practices. Developing and following a pre-employment program will go a long way to ensure you don't "hire" your future workers' compensation claims.

Julie A. Croushore is an attorney and workers' compensation claims supervisor at National Interstate Insurance Co. of Richfield, Ohio.

Homeland Security extends states' REAL ID deadline

Reprinted from Bus and Motorcoach News, a publication of United Motorcoach Association, November 1, 2009.

The Department of Homeland Security has given states an additional six weeks to request an extension to implement toughened drivers' licenses and identification card security standards mandated by the REAL ID Act of 2005. Homeland Security Secretary Janet Napolitano extended the deadline to give Congress time to consider alternative legislation, known as PASS ID, that would be less costly, burdensome and controversial to implement.

"REAL ID has put DHS, the states and the traveling public on a collision course, and Congress must act fast to fix it," said DHS spokesman Matthew Chandler.

While Chandler acknowledged that Napolitano opposes implementation of REAL ID, and is working to support the "Providing for Additional Security in States' Identification Act of 2009," or PASS ID, she is at the same time bound to enforce the existing REAL ID law.



New ABA Media Relations & Marketing Handbook

Reprinted from ABA Insider, Issue Number 60, November 23, 2009.

ABA's new "Media Relations & Marketing Handbook" is now available to members only via a special link sent out in a Member Alert last week. The 29-page handbook includes Do's and Don'ts for media relations; sample press releases, and many other tools.

ABA's Communications Committee helped shape the new handbook through five drafts by suggesting tools members would find most useful, offering counsel on style and format, and acting as a crucial sounding board for ABA. For more information contact Eron Shosteck at eshosteck@buses.org.

Small Business 401K Retirement Plan Now Offered as New ABA Benefit

Reprinted from ABA Insider, Issue Number 60, November 23, 2009.

Small bus & tour operators, travel partners and any other ABA member who thought offering a 401(k) benefit plan was too costly can now take advantage of a new ABA Premium Partnership with Transamerica Financial Services Inc. offering just that. To learn more about this benefit, call Craig S. Johnson at (877) MEP-401k (637-4015), email him at craigjohnson@mep401k.org, or visit www.mep401k.org.

NTSB Calls for Law Enforcement Crackdown on Rogue Operators

Reprinted from ABA Insider, Issue Number 62, December 21, 2009.

The National Transportation Safety Board (NTSB) this month recommended that government agencies identify rogue operators failing to comply with regulatory requirements, put their buses out of service and force those companies to cease operations.

The proposals stem from the NTSB's investigation of a January 2008 rogue operator motorcoach crash in Texas that killed one person. Investigators say the driver, who had only 3.5 months of experience behind the bus wheel, fell asleep about eight hours into a 10-hour trip from Monterrey, Mexico to Houston. The driver initially told authorities he fell asleep and later denied it.

NTSB staff ruled out the bus itself and weather as factors, but they found fault with the Federal Motor Carrier Safety Administration (FMCSA) for failing to do a compliance review of the some bus operators.

Other NTSB recommendations included creating databases to help state law enforcement identify out-of-compliance buses and take them off the roads; requiring carriers to certify when they apply for operating authority, and once a year thereafter that all owned or leased buses comply with Federal Motor Vehicle Safety Standards; and using the Web for distribution of safety compliance materials.

"The NTSB's findings underscore the need for more rigorous enforcement at all levels of government to get the rogue and reincarnated operators off the roads," said ABA President & CEO Peter Pantuso.

\$11.5 Million in 2010 Bus Security Grants Available

Reprinted from ABA Insider, Issue Number 62, December 21, 2009.

The U.S. Department of Homeland Security (DHS) December 8 began accepting applications for the FY 2010 Intercity Bus Security Grant Program. Important information interested operators should know includes:

Applications must be submitted online through www.grants.gov; the CFDA # is 97.057; applications may be submitted until 11:59 p.m. EST on Friday, Feb. 12, 2010; \$11.52 million has been made available for FY 2010; and there is a cost-sharing/in-kind match requirement of at least 25 percent for submitted projects.

A recent (defined as within the past three years) security plan and a vulnerability assessment must be completed and certified to DHS in order to apply for FY 2010 grant funding for other projects. A free sample template can be downloaded at http://www.tsa.gov/assets/doc/ibsgp_sepp_020408.doc. For FY 2010, the \$11.5 million in IBSGP funding has been split along two tiers, and will be awarded through a competitive grants selection process within each tier.

To qualify as a Tier I carrier, for which \$6.3 million is available, applicants must have in-service fleets of more than 250 over-the-road-buses, as well as provide fixed route service to at least one FY 2010 UASI jurisdiction or provide at least 50 charter trips annually to a designated FY 2010 UASI jurisdiction. To qualify as a Tier II carrier, for which \$5.2 million is available, applicants must provide fixed route service to at least one FY 2010 UASI jurisdiction; or provide a minimum of 50 trips annually to a designated FY 2010 UASI jurisdiction.

The funding can be used for training and exercises (hiring security consultants for training programs, tabletop exercises, drills); facility security enhancements (lights, fences, ID badges, CCTV); vehicle security (GPS, kill switch technology, streaming video, panic buttons, driver shields); passenger screening (wanding devices, detection technology, canine patrols); and security planning (development of security plans, vulnerability assessments). Operators may request funding for as many as three projects. In addition to providing grant guidance and application instructions, DHS will also be holding weekly teleconferences every Tuesday regarding the grant application process from Dec. 8, 2009-Feb. 9, 2010 from 1-2 p.m. ET. The call-in number is (877) 988-9660; the passcode is 6827433.

Other questions should go to DHS at askcsid@dhs.gov or (800) 368-6498, as well as ASK-GMD@dhs.gov and (866) 927-5646. Operators must obtain a DUNS number and to register with both www.grants.gov and the Central Contract Registry (CCR) to create an account in order to complete and submit your application online. The registration process can take up to three weeks for first time registrants. All applications must be submitted online. For more information, go to ABA's grants page.

MCASC Newsletter Advertising Form

Putting your advertisement in the MCASC Newsletter gets you right in touch with motorcoach companies in South Carolina. We invite you to use this form to contract for your ad space.

The costs are as follows:

One Issue:

	Black & White	Color
1/4 page:	\$150	\$275
1/2 page:	\$225	\$425
Full page:	\$350	\$650

Advertising is also offered at a yearly rate (4 issues):

	Black & White	Color
1/4 Page:	\$350	\$800
1/2 Page:	\$550	\$1250
Full Page:	\$1050	\$2150

The ad should be received as a .JPEG or .TIFF file with a resolution of 350 or higher, or a PDF file with embedded font files and Macintosh compatible. A disk is preferred and should be accompanied by a "hard copy." The disk will be returned only at your request. Ads may also be emailed to angie_g@embarqmail.com, with a hard copy mailed to the MCASC office. If there is a question about format please contact Angie at the MCASC office at 888.376.1150 or email angie_g@embarqmail.com.

Space Dimensions:

1/4 page: 3.5" wide x 4" tall

1/2 page: 7.5" wide x 4" tall

Full page: 7.5" wide x 10" tall

Name: _____ Signature: _____

Company: _____

Mailing Address: _____
City State Zip Code

Telephone: _____ Fax: _____ Email: _____

Make check payable to the Motorcoach Association of South Carolina and mail with hard copy to:

Angie Reynolds Glass, MCASC Office, 106 Main Street, Brookneal, VA 24528

Questions: 888.376.1150 or FAX: 866.376.1156 or Email: angie_g@embarqmail.com



Calendar

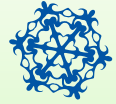
Southeastern Regional Motorcoach Operators Meeting
January 13 - 15, 2010 Hilton Alexandria Mark Center Alexandria, Virginia

American Bus Association Marketplace
January 15 - 19, 2010 National Harbor, MD (Capital Region)

MCASC Annual Coach Rodeo
February 1-2, 2010 Anderson, SC



United Motorcoach Association Motorcoach Expo
February 23 - 27, 2010 Las Vegas, NV



MCASC Annual Meeting & Market Place
August 24 - 27, 2010 Spartanburg Marriott at Renaissance Park, Spartanburg, SC

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