

GMC WESTERN STATES NEWSLETTER



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President's Message

GMCWS rallies are for learning about GMCs, eating great food and having fun. Our Spring Roundup at Casa de Fruta provided that and more!

We weighed over 30 GMCs and published the results on www.gmcws.org; we checked the ride height on over 60 GMCs and found that most of them were set too low; and we learned about one-ton front-ends, wireless control of the air suspension system, 6-wheel alignment with lots of good info on the front suspension, fire suppression systems, belts, and even hydrogen fuel cells.

We had general sessions on preparing yourself and your coach for long distance travel, accessing the club's and other web sites, using the newest and easiest computing devices like iPads, iPhones, etc., and we even had GMC driving lessons for the women – Carol drove ours for the first time and loved it. As a special treat, Greg Birch, grandson of Alex Birch gave us a very entertaining inside-the-family look at the GMC and how it was designed, tested, and produced. Alex Birch was involved in all aspects of the GMC throughout its life at GM. He designed and produced the Birch Screen Door for the GMC and it is said that the Birchaven model was named for him.

Food is a story all of its own. Manny and Deo and their family were our chefs for the week. They cooked gourmet-quality meals every evening and I have not had better food in any restaurant – ever – anywhere. We had pork, chicken, steak, shrimp and salmon all cooked using secret family recipes. Our Roundups are known for good food but this set the bar at a new height. During the meals, Manny and volunteers also honored the people who contributed to the Roundup's success by seating them at VIP Tables and providing special service.

Fun is Dave and Donna deGraffenreid's specialty and they did not disappoint us. We created artistic centerpieces for the tables, played GMC Charades, Jokers and Marbles, ate ice cream and sang some karaoke songs. The ladies had a Mad Hatter tea party and enjoyed many other fun, entertaining programs.

As a part of trying to re-introduce the GMC to a younger audience who probably doesn't know anything about it, the Hernandez, Staals, and Rowses will be exhibiting their coaches in the Fallbrook Vintage Car Show on Sunday, May 27th. As we announced previously, the club will pay the entry fee for any member who enters their coach in shows like that.

We would like to compose and produce a full color pamphlet or brochure and make it available to anyone who owns a GMC for those times when people ask about it. There are existing examples available to start from. If you have the skills to help produce a publication like that we'd like to hear from you. Remember, this club would not exist but for volunteers so, if you can, help us with this – call or email me.

It seems to me that one of the best things we could do as a club to “promote the preservation of the classic GMC motorhome” (our mission) is to help people buy and sell GMCs. With that in mind I will be looking for ideas on how to develop and support a centralized clearing-house for GMC sales. We should be willing to spend some of our considerable treasury doing that – maybe



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Continued from page 1

other clubs would too. Ideas and suggestions will be welcomed – call or email me.

Due to the amount of effort required by Carol and me to get members to renew for this year we will be changing some things for next year's renewals. The initial mailing will be of paper invoices to everyone in October with a deadline at the end of November. This will move the crunch away from the holidays which, at least for us, was a factor in the difficulty. We will also be encouraging you to renew for multiple years. You can, of course, renew or extend your membership at any time via the web site and PayPal.

We have a nominating committee for next year's club officers. They are Jack Kincaid, Terry Taylor and George Banovich. If you would like to help and would be willing to serve please contact one of them. We especially need a National Representative – if you attend FMCA rallies we sure could use your help so please let them know. Also, our Wagonmaster, Freddi Condos, would like some help finding couples to run future rallies – please consider it. Thanks.

Secretary's Report

GMC Western States Membership Meeting

Casa de Fruta, Hollister, CA

April 27, 2012 9:00 a.m.



President Armand Minnie called the meeting to order. A motion to dispense with the reading of the minutes (which are available on the website) was made by Jim Decheine and seconded by Jim Rowe. The minutes were approved without any corrections.

Armand thanked the Rally hosts, and all the volunteers for all their hard work.

Carol Minnie gave the Secretary's Report noting that there are currently 257 members (down from 277).

Dave de Graffenreid gave the Treasurer's report. The balance brought forward from 2011 was \$28,011.26. Revenue derived from dues and small donations was \$2,813.88 and expenses were \$2,512.44. New equipment was purchased and there were expenses related to roster and newsletter production and mailing. The current balance is \$28,312.70.

Old Business:

Car shows: there have been previous discussions about showing GMCs at car shows and approval was given for GMCWS to cover the entry fees. Now, Phil and Joanne Hernandez, Ed and Eileen Staal, and possibly Jim and Audree Row will be showing their RVs at an upcoming car show in California. The entry fee of \$30 will be covered by the club. We'll look forward to hearing the results.

We have talked before about producing and printing a color

1st Vice President's Report

To all the Casa de Fruta Fantastic Presenters and Fabulous Helpers behind the scenes- You made this "Roundup" a success!

The seminars were Top Notch allowing everyone to benefit from your hours of hard work. Thank you for your willingness, not only to step up to the plate, but to go above and beyond.

I was told usually it is the top 20% who do all the work in an organization. It is impressive that so many of you sign up right away to help. There is always someone saying --"What can I do to help?". WHAT A GROUP TO KNOW!

You all are invaluable to me and making our GMC Community thrive! Melissa Fisher

brochure to promote the GMCs but nothing has been done. Armand asked for volunteers who would be interested in leading/working on the project.

New Business:

Armand recommended a central site to list GMCs for sale. He suggested that the group be willing to pay for someone to put this together. There were no objections so he said he would investigate the possibilities and make recommendations at the fall Rally.

Armand noted that the new due date for renewals will be 11/30/2012 so we can avoid working through the holidays. A renewal notice will be sent to each member in October and will include a return address envelope. Members will have the option of renewing for one, two or three years.

Freddi Condos asked for help with her Wagonmaster duties. She is looking for someone who would be willing to recruit people to run upcoming rallies.

Officer elections:

A Nominating Committee has been selected to secure officers for the next term: Jack Kincaid, Terry Taylor and George Banovich. Terry Morris moved to accept the committee and Ed Staal seconded it. The Committee was approved.

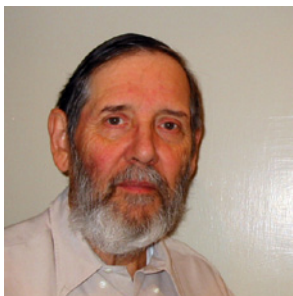
Future Rallies:

The Fall Rally will be September 25 – 30, 2012 at the East Valley RV Park in Springville, Utah, and will be hosted by Les & Sharon Watson. There will be lots of fun things to do and the fall colors should be in full bloom. It will be a great time of year to spend some time in this beautiful, scenic area.

Doug Norton moved to adjourn the meeting and Terry Boyd seconded it. The meeting was adjourned at 9:35 a.m.

Respectfully submitted,
Carol Minnie, Secretary

GMC WESTERN STATES TECH CENTER



Ride Height, Alignment, Coach Weight Distribution And Tire/ Wheel Combinations

Western States Tech Center

by Jim Hupy, Technical Vice President

Well, after Casa de Fruta, I have been trying to get the correct perspective on all the new information that we gained about these coaches. I have gained some insight on WHY we have been confused by all this. It is a very complex puzzle. I guess that I will try to prioritize what we know or think we know. It really becomes a very complex mathematical problem when you start thinking about it.

What are some of the parameters of the “equation”? Well, let’s start with something simple, like tire inflation. The GMC factory manuals all instruct you that the tires must be at the correct inflation pressure before attempting to correct ride height or wheel alignment.

Just what is the “right” inflation pressure for a GMC? Hmmm, here is complication number 1. Do you have bias ply tires on 16.5” steel rims on a 26 foot coach with stock front end components? Oh, but you say, I have Alcoa alloy wheels that are 16” in diameter and am running Michellin EXT all steel radial tires, load range E. What should my inflation pressure be? If you read the Michellin tire inflation chart, it will be a pressure recommendation based on the load on the tire along with the load range of the tire itself. If you look on the Alcoa wheel, it is clearly marked, “maximum inflation pressure, 60psi”. How can it be that with the weight of the coach being like Bob Good’s stretch, and the weight on the right front wheel is 2430 pounds, that 60 psi is not enough air pressure for that application, but that is all the Alcoa is supposed to have. Hmmm?

Too big a problem? Confusing? Yes, but. Let’s just inflate all the tires to 60 psi for the sake of this example and proceed. The GMC manual states that the coach should be on a smooth level surface to measure ride height. Let’s find such a place and proceed. Oh, I forgot, we had a similar place at Casa de Fruta. Right where the coaches had to stop to pick up their registration packets. Had three “ride height checkers” on hand to quickly check the ride heights on incoming coaches. After parts of two days of checking them, we had gathered enough actual data to confirm what we had suspected for a long time. Over 90% of the GMCs arriving at GMCWS rally were NOT at correct ride height. Most of them were lower on the passenger side front than they were on the drivers side front, and most of them were higher than the specs in the manual in the rear. Many of the

coaches were 2” too low in the front, with one being over 3” too low. We finally quit checking, because we had enough data. So much for ride height.

What about alignment? Well if you don’t know how much tire pressure to run, and you have no idea how high or low your coach is, or how much it weighs, or what tire/wheel combination you have or should have, why should you be concerned about a little matter of wheel alignment?

Lets throw some more variables into the mix. The GMC manual specs for wheel alignment was published when the coaches were equipped with bias ply tires. Not too many of us still running them today. There seem to be, at least on the west coast, a large number of GMC owners using B.F. Goodrich T/A Radial tires that have steel belts under the tread and fabric sidewalls, and quite a few running a comparable Michellin tire, and some owners running an all steel Michellin with the side walls and treads both steel belted. Other brands with similar specs are also used. Firestone, Cooper, Kumho are other brands I spotted when weighing coaches. It wouldn’t surprise me to find that some of those tires wouldn’t perform the same with the same alignment adjustments.

What about front end components themselves? Many of the coaches I see are still running the original upper and lower control arm bushings, ball joints, tie rod ends, sway bar links, and sway bar bearings. All 35+ years old and very worn out. Same with relay arms, links, steering boxes and steering column CV joints. Hmmm?

Some of the coaches have had their upper and lower control arm bushings and ball joints replaced, some with urethane bushings, some with neoprene. Some are running larger front calipers and 2” wheel spacers, Some are running the Hubler Version I and Version II 1 ton conversions.

Of all the coaches that I looked at during GMCWS Spring Rally, which was at least 32 coaches, I only saw one coach which I would say was in spec, and that would be Jerry Work’s coach. Some, like mine, are close, and some who will remain nameless, aren’t even in the same country.

We had some of the brightest and best minds at this rally, including Jim K., Jim B., Manny T., Bill Hubler, Jerry Work, Gene Fisher, Gary Bovee, Frank Condos, Armand Minnie, and several others. We discussed these issues long and hard in “Birds

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Western States Tech Center continued...

of a Feather” table discussions over good food and good drink, and I think we wound up with more unanswered questions than I felt that we should have.

Where do we go from here? All that any of us really want from our GMCs is to have a safe vehicle that will mesh smoothly with today’s traffic issues, namely, that it start, steer and stop with the other vehicles on the road, and will get out of its own way when merging onto freeways.

Based on what I weighed, and measured and observed in the last few days, some of us still have a ways to go before we achieve that. If you were looking for definitive answers for some of these issues, don’t need to read any further. I don’t have all of them. What we really need to do is to take ONE coach at a time, put it up on stands and evaluate the condition of that coach, make a list of unsafe or worn components, take into consideration factors like budget, load and balance, tire and wheel sizes, ride height and alignment, and probably several other things, and work out a plan for that particular coach. What works for a 29 foot stretch that is quite a bit heavier than a 23 footer that carries no loads might not be the same thing at all. These GMC are all the same, Right???

In my next article, if there is specific interest, I will do a follow up to this article and try to make some sense of all the data we collected.

Until then, enjoy your summer, and your friends and families, and make some more good memories with your GMC.

Jim Hupy Tech VP GMCWS.

GMCasal

GMCWS 2012 SPRING ROUNDUP

Report by Lillian Trubert

We got more than we bargained for thanks to the inspiration of Manny & Deo Travao and Dave & Donna de Graffenreid. These people are a secret weapon of Western States Roundups. They have the ideas and energy to come up with outstanding rallies! And they pitch right in and do a lot of heavy lifting. Vice Presidents Melissa Fisher (women’s seminars) and James Hupy (men’s seminars) deserve our thanks for the fine job they did in filling up our schedule with all the fun and informative activities we got to enjoy. All those who stepped up to help out were appreciated by our members.

Our loyal vendors came and spread their wares. They love the GMC too and they are an important part of our community. You will find them kind, helpful and creative. Here’s a shout out to all of them. Thank you for all you do for us.

Casa de Fruta is the perfect place to have such a rally. Nestled in the rolling hills and farm lands of Hollister near Gilroy (the garlic capitol of the world), it is a fruit and vegetable stand on steroids. It has gift shops, wine tasting, a very good restaurant and bakery, espresso bar, a scaled down railroad, playground, Venetian style carousel, swimming pools, motel, RV orchard resort, music hall, peacocks all over the place, Texas longhorn, white tailed deer and buffalo for crying out loud. The smell of garlic was not yet in the air due, no doubt, to the delightful showers that one expects in April.

Here are some of the things we did, ate, learned, made, saw, heard, smelled, won or tried to hide from:

We started off with a fun arrival day on Tuesday. Everyone welcomed the coaches as they arrived and then we milled about saying our hellos while some of the attendees decorated the Seminar/Dining Hall tables in a spring motif with planted grape vines to boot. The executive board met and then we slipped right into Happy Hour and those famous de Graffenreid Margaritas appeared. The hero of the night was Manny Travao (along with a couple of secret master chefs) who served up Portuguese port tenderloin dinner par excellence. We welcomed newcomers and vendors. After the Portuguese Ice Cream Social, we watched videos from the past that GM made to introduce the “new” GMC RV circa 1973.

You know it’s morning when you see a band of walkers high stepping with Freddi Condos in case you wake at 7am. After one of those “hearty breakfasts”, the seminars and activities began. And so it went for the rest of the week at the start of each day.

Wednesday, we learned how to prepare our coaches and ourselves for long distance travel thanks to Sharon (lots of good info about the lifestyle) and Jerry Work (what to be ready for mechanically); learned how to start our genealogy search with Dorthy Hooten (a great seminar); had the new wireless air system for the air bags explained by go-to guy Gary Bovee; etched small mirrors with Melissa Fisher (fun!); weighed in the coaches (some need a diet); listened to Jim Hupy explain “one ton front end axles” and Fay Curtis led the “Ladies Ask the Experts” session so we could tell our husbands what to do in a pinch (always a welcomed input?). We managed to have

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a GMC Swap Meet before disappearing into the dining room for Happy Hour. Hey, Dave! Get out that Margarita bucket! We had deliciouso Gilroy garlic chicken with the trimmings and played GMC Charades – you didn't have to volunteer unless you wanted to make a fool of yourself trying to act out words like bearings or radiator. We topped the day off with another Portuguese Ice Cream Social. That was a good night to play our favorite games.

President Armand Minnie hit us between the eyes on Thursday morning with a very informative seminar about GMC on the Internet (gmcws.org, gmcnet, etc.) and was followed by Gene Fisher who surveyed the newer computing devices like pods, pads and tablets. Both men really know their stuff and are good examples of the expertise that abounds in our GMCWS organization. The family of Alex Birch visited and reminisced with us about the days the GMC was being created and the roll the Senior Alex Birch (their father & grandfather) had in developing and testing this classic vehicle. We are endlessly fascinated with GMC history and this was a peek into the origins of our beloved coaches. Thank you, Birches! As it was continuing to rain, the coach open house event was attended by the aquatics among us. This Happy Hour included a wine tasting challenge by volunteers so you know who showed up to be on the panel. It was unclear as to which wine won. They appeared to all be good. Fortunately a Portuguese style New York steak dinner was served at that point. Our "Birds of a Feather" assembled for discussions with the pros on a variety of topics: quadra bags, wireless air, injection systems, self alignment and one ton front ends. Games were also played by the addicted.

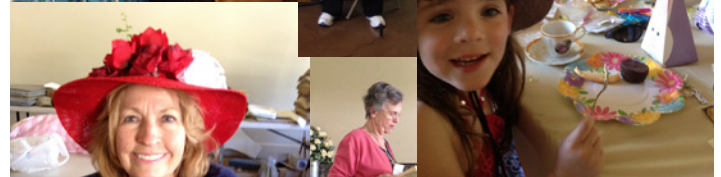
With Friday came the general membership meeting. Our members really know how to make this kind of meeting enjoyable. The big news is we are not flat broke and we have some new members. We were well fed and dry, so let the good times roll. The women took off to their book club. They had an extremely erudite discussion about the book One Thousand White Women by Jim Fergus. Consensus: you had to have been there in 1875 to understand what life was like for women then and none of us wanted to have been there. And while we were at it, we had our ladies \$1 swap meet for the eternally cheap. Men and maybe some women went to Jerry Work's talk on alignment. Women like these technical seminars too. Jerry is a real pro in all areas of technical knowledge and presents the info with excellent communication skills. We had a real treat when the Birches came back for a repeat for those who missed them in the mad scramble of presentations. The "Driving Miss Daisy" segment for hands on driving for the women was postponed until today due to the rain. Thanks to Fay & Bert Curtis –members, vendors, fabricators and experts (they do it all)- for hosting this event. The co-pilot being able to drive is a good thing so we women need to step up and show that coach the way to go! The Mad Hatters' Tea Party was a big event in the afternoon for the women. Melissa Fisher and co-host Deo Travao along with Master of Ceremonies, Audree Rowe and the many on-the-spot volunteers worked long and hard to present such a fine tea. Prizes were given for innovative hats and answers to questions on history & facts about tea. Our teas are always a great time to get to know the people around you both new and old. Elsewhere Jim Bounds presented his most



recent input on the fire suppression system for the GMC. He came from Florida with his lovely wife Janie, who now has her own office at GMC Coop in Orlando. We arrived for Happy Hour dressed in our country western outfits. Our dinner of Santa Cruz style prawns with all the accoutrements soon appeared and met the high standard already set. The Portuguese Ice Cream Social followed. And then the music began. Sensational Suzanne List (autoharp), bon vivant Tom List (singer & violin) and Wildman Fred Davis (guitar) knocked our socks off with some down home music that got us clappin' and grinin'. Show me the way to go home!

Saturday started off with Gene Fisher covering the GMC belt system including the alignment and tension of these belts. Then Frank Condos discussed coach weight and a diet plan for the overweight coaches. Where upon we retired to the "Hollister Hills Tri Tip BBQ Wine Festival" thanks to our hosts with an assist from Mr. Tri-tip Ralph Mundia and his famous rub. After an afternoon siesta or break in the festivities, we met for the Happy Hour. This is really a social event we all enjoy. It is a great time to visit all the friends we've made over the years and to meet the new members. The "Costco-caught Grilled Salmon" term listed on the dinner menu did not do justice to the exquisitely moist and tender salmon with an oo-la-la sauce, oven browned potatoes and green stuff extraordinaire. A quick Portuguese Ice Cream Social and then Karaoke. New music and a different format was researched by Armand Minnie and added to our library of songs and it worked better for our brave singers. Sing-a-longs were welcomed and we dissolved into that mysterious night with a song in our heart.

Manny's Leftover Scramble Breakfast saw us on our way Sunday morning. The goodbyes were bittersweet. What a great group of people. And the planning and work of the rally masters and all who helped in any way really "bore fruit" this spring at this big old fruit stand out in the country called "Casa de Fruta". Happy Trails. And see YOU at our next rally in Utah in the fall. Come on. What do you have to lose? Good times are just down the road a piece.





FALL 2012 RALLY

September 25-30, 2012

The Beehive State Rally is September 25 thru September 30, 2012 in Springville, Utah.

You won't want to miss the Fall colors, a day on Temple Square in Salt Lake City, the best fly fishing on the Provo River, Bridal Veil Falls, eleven golf courses, antique dealers, quilt shops, Museums of Art, Scenic Byways and/or a trip to Genealogical center at BYU or SLC. There are too many places to go and see to mention here. Go to utahvalley.com to check out other information. Park City and the Olympic venues are all within 50 miles. You can be as busy as bees.

The temps for Fall are usually 68-81 high, 40-50 low and elevation 4300-4700ft. It will be nippy in the evenings.

The Book review will be "The Undaunted" by Gerald Lund, published by Deseret Book (paperback or ebook is available thru Deseretbook.com for around \$9.50). Check out undaunted-thenovel.com for a preview of this historical novel.

The Best Western Motel, Marriott and Hampton Inn are nearby. Contact Les or Sharon watsha@gmail.com for more information.

There will be a beehive of classes and activities at the rally for all to enjoy and learn from. Wear a muumuu or Hawaiian shirt for the luau. Registration forms will be in the August Newsletter. See you there.

Les and Sharon Watson



Kudos To All Servers At Casa De Fruta

A heart felt thank you to all that so graciously volunteered to serve food and beverages, wash dishes etc., at our Spring Rally. You are more than worth your weight in Gold. Not only were you kind enough to sign up to serve but you also promptly responded to my call for H E L P!..on many occasions throughout the week. You are truly appreciated and have the GMC giving spirit.
Freddi

FMCAssist PROGRAMJust so you know.

GMCs and RVs in general are made so that we can be far from home when we want to or need to. Unfortunately, when we are far from home, in an RV or not, things can happen. When something does happen – I have seen it twice in the past two years at GMC club rallies – one of the benefits of being members of FMCA is their FMCAssist Program. This is a comprehensive insurance program with lots of details and requirements*. I'll give you a brief overview.

The first thing to know is that these people must be notified immediately when something happens. You would, of course, want to make sure people are taken care of but call the number on the insurance membership card* right away.

They will pay for many things but some of the main ones are: Emergency Medical Evacuation, Return of Traveling

Companion and RV/Vehicle Return. We recently had an accident at a rally – it does not have to be at a rally – and the person was air-evacuated to a hospital about 70 miles away. Because they failed to call and notify them, the insurance company initially denied the claim. FMCA is working on this for us but it is a pretty clear requirement.

The last time this happened at a rally where I was present, the insurance company was notified when the member was already in the ambulance and on the way. This was fine with the insurer.

Armand Minnie

*Go to gmcws.org to find how to get more information and print an insurance card.

Coaches for Sale

Your ads are welcome and will run for one year unless we are informed otherwise. Please inform us if your items are sold before the ad runs out. The last four digits at the end of the ad represent the expiration date (month/year). Contact: Judy Booth, 928 764-3378, hobo@citlink.net

1974 GMC GLACIER (26') (58,300)

Fixer upper with side bath and 455 Olds engine, original transmission, power steering and adjustable steering wheel. all new wheel bearings, new brakes front & rear. Exterior body in good condition, steel wheels, good bumpers, mechanically sound, needs interior work & new gas lines. Asking \$5,000.

Contact: Lloyd – 970 222-1967

Lloyd.millie.Johnson@gmail.com _____0612

1977 GMC ELEGANZA II (26')

LOOK NO FURTHER...Smooth running, low mileage. Professional decorator consulted for interior, exterior, awnings & even outdoor chairs. Wheat beige, Nyombe brown & custom graphic clear coated exterior matches interior of many shades of beige & brown for a bright interior, custom drapes & light carpeting with wood flooring from entry to rear bed. Two small swivel rocking chairs with custom table and light. Leather/electric swivel driver's and co-pilots chairs. New flat screen TV. Engine rebuild monitored by top Olds rebuilder, Mondello's. Alcoa wheels, recent tires, new brakes, rear wheel eyebrow, custom spare tire cover. Air bags covered with plastic sleeves (I invented) to protect from debris, sun & elements. After enjoying for 30 years and working on being 92, it's time to sell.

Price \$25,000...NO MORE...NO LESS...NO TRADES

Contact: Bob Sternfels – 949 497-3534 rwsternfels@cox.net

Exterior & interior pictures available via e-mail _____0613

PARTING OUT (26') front-end damaged. Completely restored with new Day & Night shades, cream leather Flexsteel sofa & light oak cabinets. Good mechanical.

Contact: Dan & Barbara McCurter – 909 980-4251

Alta Loma, CA _____0613

PARTS

Carburetor-removed from 455 to install TBI **\$150.....Airtex E8228** fuel pump-new-used on Howell TBI-lifetime warranty **\$99.....Distributor** (not HEI) w/cap, drive gear, ign. cable & boots. Cap appears new, 1 ign. wire bad **\$45....**

Watts IR-56 brass water pres. regulator **\$50.....Axle boot strapping tool**-KD3191-new **\$14.....Oil pump** for 455, OH by Jasper Engines **\$15.....Hour meter**, mfg. VDO, 12v, new **\$22.....Speed Pro cam** CS-102R, new **\$55**

Contact: John Glatz 928 468-6212 outdog31@hotmail.com _____0613

1976 GMC BIRCHAVEN (23') (78,000)

Excellent original condition with side bath, rear gauchos, which make a double bed, and a side dinette. The custom stainless steel trim (approx. 1/32 in. thick) makes a strikingly beautiful coach. The interior is the original birch wood. The wood and appliances are in excellent condition. Rebuilt transmission, AC thoroughly gone thru and six new Firestone 10 ply tires. Complete maintenance record for last 4-1/2 yrs available.

Comes with 2008 heavy duty car dolly.

Price \$14,000

Contact: Chuck & Sharon Taylor - 916 331-3320

cdtaylor300@msn.com

Sacramento, CA _____0613

1975 AVION (26')

455 engine, rear twin beds, hardwood floors and tile counters. Garaged. 2 A/C & many upgrades.

Call for more information.

Price: \$12,000 obo.

Contact: Jim Cook – 928 445-0351

Prescott, AZ _____0613

1977 GMC BIRCHAVEN (23') (Under 60K miles)

455 engine, yellow, always garaged.

Price: \$7500

Contact: Ralph Johnson 702 328-5606

Henderson, NV _____0613

1977 GMC BIRCHAVEN (23') (Under 3,000 miles)

New 403 engine. All new paint, front-end, Generac generator, converter system and interior. Must see.

Price: \$19,750 obo

Contact: Tom & Pat Hanlon 310 831-8530

Sun City West, AZ _____0613

GMC WESTERN STATES RALLY SCHEDULE

Fall 2012

September 25 – 30, 2012

East Bay Rv Park , Springville, Utah

Hosts: Les And Sharon Watson

Spring 2013

April 9 – 14, 2013

De Anza Rv Resort, Amado, Az. (near Tucson)

Hosts: Armand And Carol Minnie

Fall 2013

Late September, 2013

(Actual Date Pending)

Seven Feathers Rv Resort, Canyonville, Oregon

Hosts: Sharon And Jerry Work

NEWSLETTER PUBLICATION DATES

GMC WESTERN STATES

ISSUE	2012 3rd	2012 4th	2013 1st	2013 2nd
PUBLICATION DATES	Aug. 3rd	Nov. 2nd	Mar 1st	May 31st
INFO TO COORDINATOR	July 13th	Oct. 12th	Feb 15th	May 17th
TO PUBLISHER	July 20th	Oct. 19th	Feb 22nd	May 24th

To submit an article or item for the Newsletter,
Email Judy: hobo@citlink.net

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GMC Western States Newsletter
Designed and Printed by Ideal Services, San Diego, CA

To submit an article or item for the Newsletter,
email Judy: hobo@citlink.net

The GMC Western States Inc, chapter of the Family Motor Coach Association, is comprised of GMC Motorhome owners from all fifty states and the three southwestern provinces of Canada. The Chapter purpose is to promote the preservation of the GMC Motorhome with a technical program of professional seminars and published information and to further the mutual association, membership, enjoyment and common interest of GMC Motorhome owners, their families and friends. Web site: www.gmcws.org, Armand Minnie

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