

GMC WESTERN STATES NEWSLETTER



Inside

- 1 President's Message
- 2 Tech Center
- 4 Secretary's Report
- 5 Fall Rally
- 11 Coaches for Sale
- 12 Officers + Rally Schedule
Publication Schedule

President's Message

The Fall 2012 rally in Springville, Utah was quite a bit smaller than normal but we met lots of new GMC owners, saw some wonderful scenery, and had our usual fun time. Thanks to Les and Sharon Watson and all their helpers for hosting the week.

The new GMCers that we met were mostly from the Provo and Salt Lake City areas. They have a fair number of GMC owners in their local club but not quite enough to qualify as an official FMCA chapter. They call themselves the Great Mountain Classics (GMC) and they meet monthly at a local restaurant – they gained at least one new member at this rally and GMCWS gained new members as well.

The timing of the rally was perfect for sight-seeing in the mountains to the East of Provo. The Fall colors in the mountains are much different from what you see in the Northeast but are just as beautiful. It looks like the slopes of the mountains are painted with large swaths of bright yellow and bright red instead of the multi-colored foliage in other parts of the country. We took advantage of the time provided in our rally schedule, toured the “Alpine Loop” above Provo, and visited Sundance Resort – awesome.

The number of coaches at the rally – about 30 – was smaller than usual for a variety of reasons: long distances, high fuel prices, conflicting schedules, breakdowns, etc. There was a conflict in schedule with the GMCMI rally in Iowa and some of the GMCers in the area chose to go there instead. In the future we will be working with the GMCMI and other clubs to try to coordinate our schedules so this will (hopefully) not happen again.

We again had a session of coach weighing with our newly constructed scales. The scales were made by Frank Condos and we tried them at our Casa de Fruta rally in the Spring. We had a couple of minor problems but, generally, the design proved itself. This time, Manny Trovao took Frank's design, incorporated the lessons learned at the Spring rally, and rebuilt the scales with new materials. They worked even better! Take a look at the web site for a more complete report and the individual results.



Continued from page 1

The web site (GMCWS.org) has lots of pictures of people and coaches from the rally under “Rally Reports”. Speaking of pictures, we are working on a website-only photo roster. Fin Beven has been championing the idea of a photo roster for quite some time and has provided photos of many couples that he has taken at various rallies. An initial attempt at the photo-roster will be on the web site in the next few weeks. When that happens we will send out an email and ask you to take a look. If there is no photo of you, if you don’t like the photo we have, or you have a better one then send it to me and we’ll use it. My email address is available on the web site or you can send a print and I’ll scan it in.

We have some great rallies planned for 2013. Our Spring rally will be in Amado, Arizona, a small town just south of Tucson on I-19, April 9 – 14th . It will be hosted by Carol and myself along with Dave and Donna DeGraffenreid. The theme will be “The Old West” and we are planning some music, history, and cowboy poetry in addition to the local attractions like Tombstone, the Arizona-Sonora Desert Museum, Old Tucson Studios, Saguro National Park, and Tubac and the Spanish mission just down the road.

The Fall 2013 rally will be a joint rally with the GMC Cascaders and will be held in Coos Bay, Oregon at the beautiful Mill Casino, Hotel and RV Resort October 2 - 7, 2013. It will be hosted by Jerry and Sharon Work and they already have lots of fun plans made so please go to our website and take a look.

It’s renewal time so please check your email or mailbox and respond as soon as possible so we can get our roster together for 2013.

All in all we are looking at a great year ahead of us. Please, use the web site to stay up to date and plan to attend a rally. Hope to see you at the next rally.

THANKS to our outgoing Tech VP, Jim Hupy, for your service.

WELCOME to our new Tech VP, Nick Roenick.



WESTERN STATES TECH CENTER

by Jim Hupy

As I write this, the GMCWS Rally in Utah is over and we are looking forward to some major changes in life. I am now the outgoing Tech VP and have really enjoyed my tenure. I have met a great bunch of GMCers and developed some lasting friendships. My bride-to-be and I attended the GMCWS Rally in Palm Desert and had so much fun that we decided to keep doing it as long as we can.

This summer after a rolling rally across Canada and a return thru the northern US states, we finally arrived home in Salem. Last newsletter, I mentioned that I would let you know if my preparations for a long trip were enough. Well, yes and no. My mechanical fuel pump started leaking and I didn’t have a spare. I would say that we might have done better in our choice of what spares to bring along. A GM alternator is available almost anywhere. Mechanical fuel pumps, not so much. So with help we repaired my leaky one. That is probably the key to traveling long distances in these old coaches. Don’t go alone. Travel with other coaches and each one of you carry different spares. That way most breakdowns can be jointly handled. As a group we had a variety of problems but with talented wrench twisters in the group, we avoided the dreaded tow trucks. What is needed to have trouble free rolling rallies? Advance preparation is a critical component. As Gene Fisher says “drive your best parts”. If you know that you need to replace items like wheel bearings, chocks, CV boots or joints, do it before the trip starts. Talk about great experiences, rolling rallies are never dull and the technical presentations are all hands on.

We all experienced issues with “Reformulated fuel” across Canada. We all stuck strictly to either PetroCanada 91 octane, Esso Premium or Shell Premium. None of these fuels had alcohol and ran very well on 90 degree days on 13% upgrades for several miles. Once, I ran low and used Sinclair crappgas. I got about 4 miles down the road and experienced severe drive ability issues. I found a Shell and topped off with their premium and they subsided after a couple hundred miles of poor performance. Back in the states, we still had problems on hot afternoons with vapor locking.

One unforeseen problem was lack of Cellular & WiFi service in remote areas. We used the phones to find RV campgrounds and auto parts stores. We were able to order parts and have them sent to towns ahead of us in our travels. Upon returning to the US, I switched to a 4G Samsung Android with built in wireless hot spot. Now I have internet whenever I have a cellular signal.

If there is any final advice that I can pass on to you GMC owners out there, it is to get those coaches out of storage and drive the heck out of them. Don’t try to have them perfect before you use them. Shortcomings that you were not aware of will become apparent soon enough and you can then change the ones you can’t live with. Coaches deteriorate when they sit for any length of time. They were meant to be driven.

GMC WESTERN STATES TECH CENTER

Nick Roenick, Technical Vice President



Hello fellow GMCers. I would like to thank you for the opportunity to serve the GMC community in this position. I was surprised when I was asked by the nominating committee to consider running for the position, but thought that it would be a good way to lend my support to the club.

I have owned my GMC coach only two years and been member of the GMCWS for such a short period. But I have really enjoyed the rallies, the friendships I have made and the information and help I have received during this time. After buying my coach, it was made road worthy by Jim Kanomata's shop and then I started to roll to every 49er and GMCWS rally and also on short trips around Northern California. I have taken two trips with my GMC to the Midwest - one being the GMCMI convention in Shawnee and went to Quartzite, AZ in January.

I have put a lot of time and money into the coach both mechanically and aesthetically and I love spending time in it. It is my pride and joy.

I will draw on 45 years of being in the transportation industry and building cars to spread useful information about our coaches. But I also need your support and input on what interests you or what you have done to add value to your coach.

My working mantra has always been: SAFETY FIRST.

With that in mind we should look at the outside of the coach before we get in and start up the engine each and every time we plan to roll out.

Check the tires—all seven for most of us.

Inspect the awning and supports- is it tight and secured?

Check for debris on the roof—small branches- and make sure your TV antenna is down.

Look under the coach for any drips or leaks.

Check the oil and coolant level.

Check that all outside compartments are secured.

Then go inside and start the engine.

During this warm up period the transmission level should be checked—with the transmission in park.

Turn on all the running lights, yes even the brake lights- trick is to turn on the emergency flasher which uses the brake light side of the bulb- and check them.

Take a last look under the coach for leaks.

Going back inside, secure any loose objects in the cabin and close all cabinet doors.

Look at your gauges and verify that they read normal.

Roll a few feet and test the brakes.

This should take no more than a couple of minutes and you should be able to start a great trip.

While on the road remember to drive courteously and remember you are driving a large vehicle, which takes more space than your passenger car, gets to speed slower and needs a longer distance to stop. Adjust your driving habits to the conditions of the road and the weather, since both can and will impact you negatively. During inclement weather-rain, snow, sleet- slow down or pull over if you cannot see. Others might pass you with speed, but do not let them tempt you to follow. Big rigs will spray your windshield with watershed spray; slow down if you cannot see. The road can be crowned and pull your steering wheel to one side, slow down. You can better control any slipping or weaving. Watch for informational signs like height or weight restrictions, especially on secondary roads. Backing up for any length of road is not fun. Most interstate highways have 14 foot underpasses and 120,000 pound bridges. Be cautious in road work zones and slow down. Move over one lane to give workers the space to perform their duties. (It's the law in most states) Activate your turn signals to signal a move and do it well in advance of the move. This will let others know of your intentions and give them time to react. Now most of you will have read this and say: "I know all this". BUT do we all practice this?

As we are in the fall and some of you need to look at preparing for the winter rains and snow, you need to winterize your coach to be able to use your coach in the spring without having to repair water lines, sanitary plumbing and remove the temporary "new" residents like rodents, spiders and other bugs. Please read the great articles on winterizing available on the web: <http://www.gmcmotorhome.info/WINTER.html> (Author Emery Stora)

Also look on the excellent website: <http://gmc.mybirdfeeder.net> where some issues specific to coach models have been discussed in great detail. If you have questions please ask a fellow GMCer or on the web, they are the best source of information and are always willing to help.

Those fortunate to be able to use their coach year-round are not immune to the cold. You still need to assure that the water and sanitary tanks do not freeze by preparing the coach. Drain the tanks, seal any drafty holes (OK, we all have drafts we cannot stop). On nights when the temperature drops to a dangerous level, maybe you need to place a small heater inside the coach. To deter rodents you can place a rope light under the coach, rodents do not like light. This and some additional measures you deem necessary will insure you can get in and get rolling in the morning.

Please plan your trips with care, enjoy your coach often and

BE CAREFUL OUT THERE!

See you at the next rally.

Secretary's Report

GMC Western States Membership Meeting Minutes

Springville, Utah

September 29, 2012

President Armand Minnie called the meeting to order at 9:00 a.m. A motion to dispense with the reading of the minutes from the April meeting (which are available on the website) was made by Ed Geise and seconded by Ron Holt. The minutes were approved without any corrections.

Armand thanked the Rally hosts, Les and Sharon Watson, Freddi Condos and all the volunteers for all their hard work.

Carol Minnie gave the Secretary's Report noting that there are currently 265 members (up from 257). We have gotten 8 new members in the past 6 months via the website. Carol noted that we will be sending the renewal letters early this year so that everyone can complete the renewals by December 31st. That way, we will be able to get the directory out in January. Paypal payments and multiple year renewals are being encouraged.

Dave de Graffenreid was not in attendance so Armand gave the Treasurer's report. The balance forward from 2011 was \$28,011. 2012 income to date = \$3,275 (dues and donations), and 2012 expenses to date = \$4,488 for equipment (scales & alignment), roster and newsletter printing and mailing, and car show brochures and entry fees. The balance as of 4/24/12 was \$26,799.

Old Business:

Car show success. Phil and Joanne Hernandez, Ed and Eileen Staal, and Jim and Audree Rowe showed their GMCs at the 47th Annual Fallbrook Vintage Car Show in California. The entry fee and production of brochures was covered by the club. The results were great with lots and lots of interest shown. You can read about the show on the GMCWS.org web site under "Club News". Also, Jim and Audree wrote an article about the car show which will appear in FMCA's publication in November. It was noted that a car show will be held October 15th in Lake Havasu, AZ if anyone is interested in showing their GMC. Brochures: we now have a color brochure to promote the GMCs. Copies were given to members who attended the rally and Armand will make it available to be printed from the website. Website: Armand did a live demo of the club's website: GMCWS.org.

New Business:

Photo roster – Fin Beven will be providing photos of many of our members and anyone who wants to send in their own may do so. Armand will create an online photo roster which will be available on the website for members only (no printed copy will be made available due to the high cost involved).



FMCA assist

FMCA will be charging \$105/year for this service effective 10/1/2012.

Future rallies:

Spring, 2013: April 9 – 14, DeAnza RV Resort, Amado, AZ. Armand and Carol Minnie and Dave and Donna de Graffenreid will host. The theme will be The Old West. Music, cowboy poetry, history and, as always, great food, will be featured.

Fall, 2013: October 2 – 7, Joint GMC Cascaders & GMC Western States rally at the Mill Casino in Coos Bay, Oregon. Jerry and Sharon Work will host and already have lots of exciting festivities planned. See the website for more details.

There was some discussion of the overlap with GMCI rallies and Armand stated that we will be working with Kim Weeks at International to avoid conflicting dates.

Officer elections:

No members of the Nominating Committee (Jack Kincaid, Terry Taylor and George Banovich) were in attendance so Freddi Condos announced the candidates. The slate of proposed officers is:

President – Armand Minnie
 First Vice President – Melissa Fisher
 Technical Vice President - Nick Roenick
 Treasurer – Dave de Graffenreid
 Secretary – Carol Minnie
 FMCA National Director – Doris Garton
 FMCA Associate National Director – Gene Dotson

There were no additional candidates proposed from the floor. Jim Rowe moved to accept the slate of proposed officers. Mary Botts seconded the motion.

A voice vote was conducted and the candidates were elected by acclamation.

Ruth Martin moved to adjourn the meeting and Joanne Boyd seconded it. The meeting was adjourned at 9:35 a.m.

Respectfully submitted,

Carol Minnie, Secretary

GMCWS FALL RALLY

SEPTEMBER 25-30, 2012

EAST BAY RV RESORT

SPRINGVILLE, UT

By: *Jim and Audree Rowe, Rally Reporters*

Thirty three coaches and their fortunate owners made it to lovely Springville, Utah, for the Beehive State Rally. Many coaches arrived early and were parked and enjoying the beautiful area when we arrived. As always it was wonderful to see old friends and exclaim over “new” coaches that we didn’t recognize. Many of the coaches we hadn’t seen before belonged to our Rally Host, Les and Sharon Watson’s home club, The Great Mountain Coaches or GMC’s for short. We would all get to know those GMCers well by the end of the Rally because they were everywhere helping to make the events happen. After viewing the material in our registration packets, knew we were in for something special.

The Rally officially began on Tuesday at Lemonade Hour. In deference to our location it was strictly BYOL which translates to “bring your own lemonade.” No problem. Wednesday morning after breakfast, Les and Sharon started our activities with a flag ceremony. We recited the Pledge of Allegiance and listened to a beautiful poem about our flag, what it means and where it’s been. A timely reminder of the freedoms we enjoy under it. Then, as usual, the men and women split to enjoy activities of interest to them. On the technical side, Frank Condos gave a presentation on adjusting the steering box. On the distaff side, the ladies and one gentleman discussed our book club selection, a novel called “The Undaunted.” Ironically, many found it daunting because of the sheer length of the book; over 800 pages. The fact-based story was about a party of Mormon pioneers who set out in covered wagons to establish a new settlement in the rugged uncharted territory of southeastern Utah. The book was especially relevant because most of us have traveled through that area, and even those who hadn’t read the book were able to join in the discussion of what it took to complete that mission.

One of the special things about being in Utah was access to the genealogy resources of the Mormon Church. Dorthy Hooton, who has been tracing the history of her family and that of her husband, Bob, for a long time, arranged for us to visit the Family Research Center on the campus of BYU in Springville; where volunteers were on hand to assist novice researchers. I had



always wanted to find out something about my Polish immigrant roots but was always stymied by lack of any documentation that gave me my grandfather’s real name or how to spell it. Nevertheless, I did just what Dorthy advised me to do; I started with myself and looked my name up in the 1940 U.S. Census. There I was with my family. After all these years, I knew who my people were and exactly when they arrived here, and from where. It was a real thrill.

Meanwhile, back at the Rally, Armand Minnie gave a presentation on his “Engine Cooling Saga” which led to a lively discussion of radiators, fan clutches, water pumps and the like. Next on the agenda, Les Watson, who recently completed an amazing trip in his GMC, presented “Traveling to Alaska.”

To this point it was a full day for Rally participants, but it was far from over. We had a Luau to attend. We put on our Hawaiian finery and gathered outside the clubhouse door where we were greeted by a young man and a young woman in costume; who put a Lei around each person’s neck. When the doors to the dining room opened, we saw that the room had been decorated and transformed to send us mentally to the Islands. Our dinner was a tropical feast and after it was done, the lights went down and the music started. Our entertainers were a Hawaiian family. They sang and danced separately and together. Then the challenge was issued for some brave women to come up and learn the movements to the old familiar song, “Going to the Hukilau.” GMC women rose to the occasion and did a beautiful dance together. Then the real test, men were invited to perform a warrior’s dance full of threatening gestures, mean faces and horrific grunts. All went well. We found out that GMC men can stomp, grunt and make faces with the best of them.

After breakfast Thursday, we were on our own. Many people took advantage of the beautiful blue sky weather to explore the display of Fall color in the near-by canyons. We got a ride into Salt Lake City and spent the day in and around the historic Temple Square. We enjoyed the beauty of the gardens and loved

Continued...



talking to the young missionaries who come there from all over the world. We visited many of the historic exhibits and spent time doing more family research; this time for Jim's family. The genealogical collection in SLC is the largest in the world, with specialized collections and experts to assist you. There, they have not only the amazing on-line databases, but hard copy collections they are gathering and preserving. That evening came the treat we were waiting for; a chance to hear the Mormon Tabernacle Choir during their Thursday evening rehearsal in the big hall. Beth Elmer, one of the Great Mountain GMCers who attended the Rally, is also a member of the Mormon Tabernacle Choir and she arranged for us to have special VIP seating right up front and center in that amazing 3000 seat auditorium. In addition to the choir, accompanied by a full orchestra, we heard the organist play the gigantic 11,623 pipe organ. It was a long day, but a very special one we won't soon forget.

On Friday, Sharon Watson, Susan Brewer and their gang of helpers, turned the small meeting room into a candy kitchen and the ladies had fun making candied apples and other treats using caramel, chocolate and all kinds of edible goodies for decoration. Meanwhile in the big room, Bill Hubler gave a presentation on diesel conversion; a hot topic because many believe that converting to a diesel engine is the way of the future for the GMC Motorhome. In the afternoon, Sharon Watson and Jan Clark conducted a beauty session on "pampering your hands" and Betty Ann Elliot gave a talk on health and nutrition. But the most talked about presentation of the Rally was given by Chuck Botts on the Mileage Shop Hydrogen Generator. Chuck posed the question, "How does a 45% increase in mileage sound?" That caught everyone's attention. Contact Chuck for the pertinent information. In the evening, after another great dinner, we were treated to an amazing musical evening presented by a group who called themselves "The Fiddle Festival." They were a large group who ranged in age from two (an adorable little boy, the son of two of the musicians who strummed a Ukulele) to seventy four. They played, sang, and had everybody joining in with singing, clapping and toe-tapping.

On Saturday morning we had our General Membership meeting with Armand giving us the good news that membership had risen again and that we had several new members sign up at the Rally. Armand also gave us a demonstration of what is to be found on the GMCWS website and how to use it to keep up with the latest happenings. The ladies then were guided in some wonderful jewelry and knitting crafts by Sandy Clark or were able to work on some soft and colorful quilts that will be donated to needy children. Meanwhile the men set up the

Continued...





scales for coach weighing. The Club owns the scales and being able to weigh your coach and/or your tow car (or in Jim Rowe's case, himself) has become a popular event at our Rallies. This time, the weighing was conducted on a more scientific basis with each owner signing up with the year and model of their coach and a computer tabulation being made of the outcomes so you can see how your coach measures up to other similar coaches. Many thanks to Manny Travao of redesigning and improving the scales. Another first; two new individuals took the wheels of their GMC's and drove them for the first time. They were Pude Hogenboom who drove with her husband, Marc, in the co-pilot seat. Pude was quoted as saying, "I'm glad I did it." The other new driver was Sally Beal, who said, "What a hoot." Kudos to them for taking the first step of driving a GMC. Whether or not you drive your coach on a regular basis, it's important for you to know you can do it, if needed.

In addition to the traditional open coach, this time members were encouraged to participate in "Open Hood" where members could do a technical walk around and see and talk to other members about innovations or improvements on the coaches. In the afternoon, the ladies, and their Teddy Bears attended a Teddy Bear Picnic Tea. They were greeted by a life sized Teddy Bear who danced to the music. The petite-sized Teddy was revealed to be our own darling Carol Ransom in a wonderful costume. The Bears had a fashion parade and the ladies played games, drank tea, and ate all kinds of tasty goodies. Where else but these Rallies do grownups have a chance to cut loose and plain old just have fun? After dinner, we had another great musical evening with Beth Elmer singing and playing her guitar, joined by Steve Ferguson and his guitar, Les Watson on bass, and a couple of the musicians who had entertained us with the Fiddler Festival. This was indeed a good old-fashioned, foot tapping hoot of a jam session.

Sunday morning, we were treated to a going-away breakfast of the Utah's GMC Club's Famous Boiled Omelets. What's a boiled omelet? I'm sure you'll find out at a future event because they were great. Then it was goodbyes and off to new GMCing adventures at the end of another great rally.

What makes a Rally great? It's the people. We have our Rally Host who step up to a lot of work and planning. Thank you Les and Sharon, you did an outstanding job and your efforts

are appreciated. We have Freddi Condos, organizing a small army of volunteers; making it all happen and making it look easy. Thank you Freddi. We have the volunteers, putting together the seminars and the fun little events, prepping, cooking, cleaning up, doing whatever needs to be done so that the rest of us, in our turn, can just enjoy ourselves. Thank you for volunteering. We have our board members, who run our organization and keep us going in the right direction. Thank you, Board Members, for executing your responsibilities so well. Thanks to each of the attendees for extending yourself in fellowship and in friendship. GMC owners are the best!









Coaches and Parts 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

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

1977 GMC ELEGANZA II (26')

Owned 40 years...been updated...wheels, tires, brakes, Mondello directed engine improvements during rebuild, clear coat exterior matches awning, chairs & blending with soft tones of beige/browns in interior...two small size rocker swivel reupholstered in complementary fabric with custom size table with hanging lamp, new 3 burner stove recessed & covered with new formica woodgrain pattern, microwave, hardwood floor from door to rear, quality drapes, front beige carpet, new headliner, insulated cabinets, improved roof & dash A/C, electric leather seats, "Sound Down" conditioning in forward section for less engine noise...many more innovations. Flat screen TV with adjustable inside antenna.

Price: Reasonable offers only...NO TRADES

Contact: Bob Sternfels - 949 497-3534 leave message

rwsternfels@cox.net

Exterior & interior pictures available via e-mail _____ 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

PARTING OUT (26') front-end damaged. Completely restored. Call for items available.

Contact: Dan & Barbara McCurter - 909 980-4251 Alta Loma, CA _____ 0613

TURBO CITY CUSTOM TBI INJECTION for 455ci GMC motorhome. Computer w/several different chips, wiring, adapter plate & of course the throttle body. I'll throw in a HEI distributor base set up for this unit with high power module and complete installation instructions. Cost \$1400....now \$550.

Contact: Ken Booth - 928 764-3378 hobo@citlink.net Lake Havasu City, AZ _____ 1113

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

1977 GMC COCA COLA (26') #3 Interior (2000 miles)

Complete 403 engine rebuild w/70,000 mi. warranty. Complete tranny, final drive & carb rebuild. NEW bearings, seals, front disc brakes & rotors, radiator core, engine & tranny lines, belts & hoses, 16.5 Firestone tires (6), exhaust system, hot water tank, ceiling, Norcold fridge & red carpet in cockpit. Dual air, good glass, good upholstery & carpet and some Coca Cola memorabilia. Original blinds cleaned & repaired. Exterior could use some touch up. We have used the coach for 2000 miles & it runs very strong. Receipts available. Call for details.

Price: \$18,000

Contact: Dick & Isola Olson - 509 464-1434

artsoil18@msn.com Cell - 509 290-0030

Spokane, WA _____ 1113

GMC WESTERN STATES RALLY SCHEDULE

Spring 2013

April 9-14, 2013

DeAnza RV Resort

Amado, AZ

Theme: The Old West

Hosts: Armand & Carol Minnie

Dave & Donna deGraffenreid

Fall 2013

October 2-7, 2013

The Mill Casino, Hotel & RV Resort

Coos Bay, OR

Hosts: Sharon & Jerry Work

NEWSLETTER PUBLICATION

DATES

GMC WESTERN STATES

ISSUE

2013 1st 2013 2nd 2013 3rd 2013 4th

PUBLICATION

DATES

Mar. 1st May 31st Aug 2nd Nov 1st

INFO TO COORDINATOR

Feb. 15th May 17th Jul 19th Oct 18th

TO PUBLISHER

Feb. 22nd May 24th Jul 26th Oct 25th

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

GMC Western States Officers

Armand Minnie, Chapter President

520 744-1775, armand@minniebiz.com

Melissa Fisher, First Vice President

925 447-8079, mr.erfisher@gmail.com

Nick Roenick, Technical Vice President

510 483-8181 pickle4K@comcat.net

Carol Minnie, Secretary

520 744-1775, carol@minniebiz.com

Dave de Graffenreid, Treasurer

949 642-6827, davebamboo@aol.com

Kerry Tandy, FMCA National Director

Cell: 406 360-5187, bewartz@gmail.com

Gene Dotson, FMCA Alt. Nat. Director

828 465-0678, shawnee@charter.net

Judy Booth, Newsletter Coordinator

928 764-3378, hobo@citlink.net

Lill Deal, Newsletter Publisher

858 270-3023, isoutput@pacbell.net

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

DISCLAIMER: NEWSLETTER ARTICLES ARE CONTRIBUTED BY MEMBERS AND ARE PUBLISHED AS A SERVICE TO MEMBERS. ACCURACY IS NOT GUARANTEED. INDEPENDENT VERIFICATION IS URGED.