

# GMC WESTERN STATES NEWSLETTER



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## Here Comes The Pres. Again!

Are you ready to Rock and Roll on, over, up, down to enjoy the Pueblo Experience at our Fall Rally? Amazing how many venues are available for our enjoyment....Museums, Theater Performances, Art Galleries, Exhibitions, Outdoor Adventures/Recreation etc.

Of course our VP's (Gary and Jodell) have plans to keep you captivated a bit at the Fairgrounds at planned seminars (see Tentative Schedule of Events herein). Classic Catering is on Board to serve up hearty Breakfast and filling Dinner cuisines. Our Fashionable Madam Sharon (Smith) is gathering her "Classy Ladies" to make an appearance one evening. Of course our Fine Bartenders are starching their Western Attire to be on site to serve a few beverages. Registrations have been coming in since June.

Ample free time is scheduled for you to enjoy the sites of Pueblo, that is if you can tear yourself away from the cordiality and camaraderie exhibited by the Rally Attendees.

On another note....Fay Curtis sent the following:

"Dear Members of GMCWS. Thank you for your kind letter in regards to Bert's passing and in acknowledging his many contributions to the GMC Community and the GMC Western States Chapter. Love, Fay"

We will miss Bert along with many others that have graced our presence.

Lastly, check out the GMC 49er and Mountaineers websites for their Rolling Rallies that are planned to end up in Pueblo for even more F U N! BE SAFE IN YOUR GMC travels!

*Freddi*



## LADIES – FALL PUEBLO EXPERIENCE 2015

### *Please bring:*

-**Scissors** for creating Scrappy Greetings i.e. handmade greeting card(s) from paper scraps. You will receive instructions on how to use paper scraps to make a unique greeting card for any occasion with a few basic supplies. All materials will be provided and crafting skills are not required;

-**Any size pumpkin(s)**, live or fake for painting. Brushes and paints will be provided;

-Also think of your favorite pet peeve to share at the Gab Fest, if yours is chosen to discuss, you will receive a SPECIAL Gift!

NOTE: The Gab Fest is in Honor of Marilyn Harvey, a delightful GMCer, who passed on several years ago. Marilyn created the Fest and thoroughly enjoyed the discussions.

*Jodell and Carol*

# GMC WESTERN STATES TECH CENTER



## Tech VP's Report

*Gary Bovee*

This newsletter article is going to be about my experience replacing the stock GMC front end in our 1978 Royale with the more robust One Ton Front End manufactured by Manny Travao

(<http://mannytransmission.biz/products/>). The One Ton Front End provides much larger sealed hub bearings which are bolted to the knuckles. In addition, it provides heavy-duty knuckles, new ball joints and bushings, new axles, new and bigger brake rotors (improved braking), reinforced lower A-arms, and a spacer that moves the front wheels out to be in line with the rear tandems for better tracking and improved handling.

If you are going to do this installation yourself, be sure to read the excellent instructions written by Karen Bradley "Installing the One Ton Front End Version II". They are available at <http://machinesoflovinggrace.net/gmc/frontend/>. I found Karen's detailed instructions on the removal of the old parts as well as installing the new One Ton Front End easy to follow. The pictures in the document simplified the installation too.

This job requires basic hand tools that most of us who do our own coach work will have on hand. The full list of tools needed are described in great detail in the installation instructions mentioned above. There may be a couple of additional tools that will be needed if they are not in your tool box: a torsion bar unloader tool and a ball joint puller. I did not need a ball joint puller as I was able to get mine to come off without too much difficulty. Sometimes this may not be the case.

Remember that safety comes first whenever working under a vehicle. Never crawl under a GMC with only a jack holding it up. After putting jack stands under the front cross member of the coach, put some extra blocks under the frame rails behind the front wheels to avoid getting crushed if for some reason the coach fell off of the jack stand(s).

The removal process of the old front end parts isn't too difficult. It helps if you first soak all the old rusty bolt threads a couple of days in advance of disassembly. Be sure to mark the torsion bars before removing the lower A-arms. This is important so that when the new A-arms are reinstalled they are put back on in the same position as the old ones came off. When the A-arms are removed, it is a good time to check and see if the torsion bars are installed on the correct side. The torsion bars are stamped on the end of the bar with the letter "L" for left and "R" for right so that the installer would know on which side of the coach to install them. Also it is a good idea to count the number of turns or measure the pork chop bolt threads so they can be reinstalled the same as they came off. Remember one inch of front ride height equals 6 turns of the pork chop adjusting bolt. I am not going to go into great detail here because it is all spelled out in Karen's installation instructions along with pictures with explanations. Basically, once all of the old parts are removed it is time to reverse the procedure and install the One Ton Front End. Install the upper control arm

bolts with the adjuster washers as pictured in the instructions for best results. This will give the best starting point for the final front end alignment.

Once the One Ton is installed it is time to install the front brake calipers. Something that sometimes gets overlooked is greasing the inside of the outer caliper sleeves. Be sure to fill the center void between the inner and outer sleeves, in between the outer sleeve o-rings with silicon grease.

After getting the new front calipers installed, it was time to bleed the front brakes. I used Jim Hupy's master cylinder pressure bleeder (<http://bdub.net/jhupy/>) for that job. Jim's pressure bleeder works really well. He makes a top cover for the stock master cylinder and one for the P-30 master cylinder too. The P-30 master cylinder is wider and requires a different top plate. The pressure bleeder comes with hold down chains and connecting tubing to the pump bottle. The one gallon pump bottle is fitted with a gauge to see if the master cylinder plate is sealed and the system holds when pressurized. If you do your own brake work and don't have Hupy's master cylinder pressure bleeder, I highly suggest you contact him and get one ordered.

After I finished bleeding the front brakes, I checked the air pressure in all the tires. Then I blocked the coach up in the rear at the correct rear ride height. Next was the adjusting of the front ride height to spec. Now the coach was ready for a ten mile test drive. This should give the suspension plenty of time to settle so an accurate front end alignment can be done. Sure enough, the front ride height did settle and another adjustment had to be made. Again I test drove the coach to be sure the suspension has completely settled.

From there it is usually a matter of doing some minor camber, caster, and toe-in adjustments to get the coach going straight down the road. If you are doing your own front end alignment, I suggest the following settings: camber as close to 0 degrees as possible; caster at least 3 degrees, but not much more than 5 degrees max; and toe-in 0 to 1/16". It was nice to finally get to use my Front End Alignment Kit by Jerry Work for the very first time. (Product no longer available).

Chalk up one more project that this old shade tree mechanic can check off his "GMC To Do List". I hope all you guys and gals out there who do their own coach work get the same satisfied feeling as I do when another GMC project is completed!

Well our coach is almost ready to hit the road for the Western States Fall Rally. As usual, I will get on my soap box and suggest that you check your maintenance records to see what needs to be done on your coach before heading down the road again. I hate to hear about folks having a tire blow out or some mechanical failure that could have been avoided, if only a routine maintenance schedule had been followed. Don't get caught off guard and end up stranded beside the road. I want all GMC owners to have a great time traveling in their GMCs!

The GMC Western States Fall Pueblo Experience 2015 is September 17-21, 2015 at the Pueblo, Colorado Fairgrounds. The registration form is included in this newsletter and also available

for downloading at the Western States Website, <http://gmews.org/blog/?p=3566>. Don't miss out on seeing good friends, great food, tech and non-tech sessions and a fun time for all. Lots to see, so come join the fun!

PS – Have you heard Manny Travao will be giving some seminars on rebuilding the THM425 transmission. A drawing will be held and some lucky Rally attendee will win the transmission! Must be present to win.

*Drive safe and I will see you there!*

**GMC WESTERN STATES FALL PUEBLO EXPERIENCE 2015**

**TENTATIVE SCHEDULE: SEPTEMBER 17-21, 2015**

**September 17th – Thursday**

- 01:00 - 5:00 Check In
- 03:00 Executive Board Meeting
- 05:00 Western Bartenders/Beverage Provided  
**Let's Get Happier**
- 05:50 Pledge of Allegiance – Veterans Present  
National Anthem, Invocation – Les Watson
- 06:00 Catered Dinner
- 07:00 Welcome and Introduction of First Timers
- 07:15 Meet Vendors  
**Continue Relaxing and Socializing**

**September 18th – Friday**

- 07:00 Walking w/Davy
- 08:00 – 09:00 Catered Breakfast
- 09:30 – 11:00 Scrappy Greetings – Carol Minnie
- 09:30 – 10:30 THM425 Tranny Disassembly – Manny Trovao
- 10:45 – 11:45 How to Repair GMC Fiberglass – Fay Curtis
- 01:00 – 02:30 THM425 Tranny Subassembly – Manny Trovao
- 01:30 – 03:30 Ladies Gab Fest – J. Banovich/F. Condos
- 02:45 – 03:30 Ask the Experts – Gary Bovee Facilitator
- 03:45 – 04:45 Kerry Pinkerton: Rebuilding Your Cockpit Windows; Rebuilding Leaky Wet Bath Facet Diverter; & Comfort is King: Installing a Heat Strip Thermostat
- 05:00 Social Hour – BYOB
- 06:00 Catered Dinner
- 07:00 Best Things We Ever Did To Our GMC  
Open Discussion

**September 19th – Saturday**

- 07:00 Walking w/Davy
  - 08:00 – 09:00 Catered Breakfast
  - 09:15 – 11:00 Decorating Christmas Ornaments  
Jodell Banovich
  - 09:30 – 10:30 THM425 Transmission Final Assembly  
Manny Trovao
  - 10:45 – 11:45 What Would You Have Done – Frank Condos
- AFTERNOON and DINNER ON YOUR OWN  
ENJOY PUEBLO**

**September 20th – Sunday**

- 08:00 – 09:00 Catered Breakfast
- 09:15 – 09:45 Devotion
- 10:00 – 10:30 General Membership Meeting
- 11:00 - 12:00 Paint Your Pumpkin – Jodell Banovich
- 11:00 - 12:00 Installation of a Custom Dash & Instrument Panel - Ken Henderson
- 02:00 – 4:00 GMC Open House & Swap Meet
- 05:00 **Let's Get Happy..Margaritas (provided) & Delight with Madam Sharon's Classy Ladies**
- 05:45 Drawing for Manny's Rebuilt Transmission Gary/Manny (**Must Be Present To Win**)
- 06:00 Catered Dinner
- 07:15 **Let's D A N C E!**  
put on your Western Wear and Dance the night away!

**September 21st – Monday**

- 08:00 – 09:00 Catered Breakfast

**THANK YOU FOR ATTENDING!**

**GMC....FOR SALE**

*Your ads are welcome and will run for one year.*

Please inform us if your items are sold before the ad runs out. Contact: Judy Booth [hobo@citlink.net](mailto:hobo@citlink.net)

• **Tow car for GMC** - Classic 1968 VW Bug Best model for towing. 4 speed, 1600 engine, new upholstery, new headliner, new chrome wheels & caps, 4 new tires, big steering wheel, cover for front end when towing, complete tow kit.

Price: \$7500

Contact: Al Hobson - 949 756-9192

Newport Beach, CA..... 0616

• **Olds 403 Mondello Engine** 600 miles.

From 1978 GMC Royale

Price is 50% of what I recently paid.

403 Engine:..... \$4930.

Engine Specs available on request.

Following items for 403 GMC.

Distributor-curved by D. Patterson .... \$120

New carburetor-curved ..... \$400

New Alternator w/double pulley ..... \$65

New Alternator tension adjuster ..... \$35

Alternator protection cable ..... \$13

New Starter ..... \$25

Power steering unit ..... \$60

Thorley Headers ..... \$299

Total Asking Price ..... \$5947

Free shipping within USA or pick up at Mondello, Paso Robles with a discount of \$600.

Contact: Peter D. Huber - 510 569-1118

[alhuber@prodigy.net](mailto:alhuber@prodigy.net)

Oakland, CA..... 0816

## GMC WESTERN STATES RALLY SCHEDULE

### Fall Rally - 2015

September 17-21, 2015

Fall Pueblo Experience

State Fair Grounds

Pueblo, Colorado

Hosts: Condo's And Trovaó's

### Spring Rally - 2016

(date pending)

Pechanga Casino & Resort

Temecula, CA

Hosts: Phil and Joanne Hernandez

### Fall Rally – 2016

September 26-30, 2016

End Of The Trails Rendezvous

Rio Chama RV Park

Chama, New Mexico

Hosts: Nancy & John Williamson

## NEWSLETTER PUBLICATION DATES

### GMC WESTERN STATES

#### ISSUE

2015 4th	2016 1st	2016 2nd	2016 3rd
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#### PUBLICATION DATES

Oct. 30	Feb. 19	June 1	Sept. 2
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#### INFO TO COORDINATOR

Oct. 16	Feb. 5	May 20	Aug. 19
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#### TO PUBLISHER

Oct. 23	Feb. 12	May 27	Aug. 26
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To submit an article or item for the Newsletter,  
Email Judy Booth: hobo@citlink.net

## GMC Western States Officers

Freddi Condos, Chapter President  
559 683-5185, frettyc@sti.net

Jodell Banovich, First Vice President  
925 600-7598, gjbanovich@aol.com

Gary Bovee, Technical Vice President  
530 527-3015, gary.bovee@gmcidiotsguide.com

Donna Ventura, Secretary  
925 200-6227, donaveee@gmail.com

Dave de Graffenreid, Treasurer  
949 642-6827, gmcdegraff@gmail.com

Dorris Garton, FMCA National Director  
760 375-5568, ceg777@hughes.net

Gene Dotson, FMCA Alt. Nat. Director  
828 465-0678, shawnee@charter.net

Judy Booth, Newsletter Coordinator  
928 764-3378, hobo@citlink.net

Golden State Graphics , Newsletter Publisher  
760 752-9500, elizabeth@goldenstategraphics.com

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To submit an article or item for the Newsletter,  
email Judy Booth: hobo@citlink.net  
or call: 928-764-3378

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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