

GMC WESTERN STATES NEWSLETTER



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President's Letter – November 2013

Wow, I just finished three years as club President and I cannot believe that so much time has passed so quickly. I really did have a great time being club President and I really appreciate all of the support I got from all of you and from my wife Carol.

I just reviewed what I said in my first President's message back in November of 2010. The two things that I looked forward to at that time were helping to move the club in the direction of using the web site more, and meeting and getting to know more of you. I think I have accomplished both and the most satisfying result has been getting to know more members – all such nice, fun people.

In the past three years the web site has become more of a tool than ever before for communicating with members, for attracting new members, and for maintaining our membership records. The new software that we are using makes it easy to add and update information – take a look at the rally reports section for photos and information from the Coos Bay rally for example. More than two thirds of our 40 new members over the past two years have come directly through the web site using PayPal. Members can now maintain their own membership records (instead of calling or writing the Secretary). And producing a current club roster – including our new photo roster – is a matter of only a couple of steps to get the data from the web site.

A fun thing for me is that I will continue to work on the web site project as the club webmaster. I would eventually like to have the web site be the go-to place for members and prospective members to get current club information and historical rally and technical information. The printed newsletter has been and will continue to be a valuable resource but the web site has lots more space for articles and photographs and is quicker and a lot less expensive to produce and it can be updated as needed rather than just 3 or 4 times per year.

I realize that some people have had a hard time logging in and understanding how to find their way around the web site. I realize it but, I need to get some input when that happens, so I know what to do about it. If the web site is hard to understand, then it is, as the author, my fault – not yours – and I would like to try to fix it but I need your help. Please call me or email me if you ever have a problem. I have some safe and free software that allows me (with your permission each time) to watch what you are doing and to see what the problem might be so I can make it easier to use. Please give me a chance to try it.

Now it is time for Freddi Condos to take over as President – officially, that is. As most of us know, Freddi was already in charge. Freddi is literally the spark plug that keeps this club and the rallies going and it is time to recognize her and ask her to lead from the front rather than from behind. I can hardly wait to see what she will do to make this club and our rallies even better than they already are.

Again, thanks to everyone for three fun years as your President.

Armand Minnie



COOS BAY THREE CLUB JOINT RALLY

by Audree Rowe

What a Rally! Each time we get together, we always feel that way, but this rally was truly unique. We had about 140 coaches and over 250 people from all over the Western United States and Canada. Three GMC clubs; GMC Western States, GMC 49ers, and GMC Cascaders came together with Rallymasters Sharon and Jerry Work to produce this rally and celebrate the 40th anniversary of the GMC motorhome, the 30th anniversary of GMC Cascaders and the 25th anniversary of GMC Western States. The Works commissioned metal artist, Serene Silva, to design a unique logo and produce a piece of art to commemorate the event. It features the motto “Going strong...after all these years” and we sure are. The Coos Bay Mill Casino Hotel and RV Park embraced the logo and our presence in Coos Bay, and we found our logo being used to publicize many of the events going on in town.

Something else new was instituted at this rally; the Safety and Security Team, headed up by Fay Curtis. We all know that the unexpected can happen at any time. With the Safety and Security Team in place, and the contact handout they prepared, it was really good to know what to do and who to call if help was needed. Jerry and Sharon had the idea and put the team together. It's something that's been needed and I'm sure this will become standard practice at upcoming rallies.

The Mill RV Park is situated at some distance from the Mill Hotel and Casino and from the meeting rooms where most of our events were held. Not a problem. There were shuttle buses running around all the time so if you weren't inclined to walk, you could catch the shuttle and be taken “door to door.” But in addition to shuttling between the hotel and the RV park, you could telephone for a ride reservation and be taken to and picked up from ANYWHERE in the town of Coos Bay at NO CHARGE. People took advantage of that offer and visited the local farmer's market, the antique stores, the museums and galleries, the unique candy factory and the woodworking shop, the local Walmart, and even a great hospice thrift store.

The Oregon weather cooperated for the most part, and we enjoyed sunshine sparkling off the blue water of the bay. There were some spectacular sunsets, including one that featured a beautiful double ended rainbow during our first day's Happy Hour; a good omen for the events to come.

Each day began with a swim/exercise class at the hotel pool for those who wanted to start their day right; then breakfast. Next came one of the important reasons we come together at these rallies; the technical and non-technical seminars that are so vital to the health, longevity and enjoyment of these coaches. It is always amazing how much technical talent and information members have and are willing to share. If you weren't present to hear them, check the GMC Western States website where you will be able to read and download the information.

On Thursday afternoon we boarded a fleet of buses and were taken across town to beautiful Shore Acres State Park. At the park, we enjoyed a private talk given by a local historian and author



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COOS BAY THREE CLUB JOINT RALLY

Continued

who told us Shore Acres began as a private estate with luxurious gardens featuring trees, shrubs, and flowering plants brought from around the world aboard the sailing ships of pioneer lumberman and shipbuilder Louis J. Simpson who was responsible for the development of much of what is Coos Bay today. Perched on a bluff with views of uptilted rocks and crashing surf below, it gives us a hint of why the Oregon coast had the need for so many lighthouses. Financial reverses caused the estate to be sold and it was acquired by the State of Oregon as a public park.

Lots of non-technical happenings on Friday. First, watercolor artist Carol Winchester conducted a “Paint Your Wagon” class where she and Carol Ransom helped people produce paintings of their own coach. Look for some of them to be framed and hanging the next time we have open coach. Following the painting class, there was a book exchange and a \$1.00 boutique sale. Then Lillian Trubert led the book club discussion. Our book selection was an interesting choice, “The Absolutely True Diary of a Part-time Indian” by Sherman Alexie. Our discussion ranged over such topics as the condition of Indian tribes historically and currently, and how the book might be seen and understood by its target audience of young adult readers. Our book group has been growing and included a couple of men this time. Watch for the next book selection and read it if you can. But even if you haven’t read the book, join the group and be a participant in an interesting hour. Meanwhile, at the swap meet, lots of GMC and non-GMC goodies changed hands.

Then those who had signed up boarded buses for the Coos Bay Wine Walk. In conjunction with the wine tasting put on by various downtown Coos Bay merchants as a fund-raiser for local charities, special commemorative GMC wine glasses were produced and available for purchase to use for the tasting. Dinner was on your own and most people ate at one of the many restaurants in town.

Saturday was highlighted by a visit to the local Oregon Coast Culinary Arts Institute for a food and wine pairing where the staff had prepared a variety of “tastes” to be enjoyed with specially chosen Oregon wines. The staff described the food and wine we would be sampling and then everyone had a chance to taste and judge for themselves. A total of seven different wines were generously poured. Dinner that night was a BBQ produced by members of the host clubs. I heard that the logistics of choosing and gathering the ingredients like the special “brats” that were grilled, the fresh-baked rolls, and fresh picked corn required lots of planning not to mention the actual work of preparing everything. Thanks to Gerri (& friend), host of the Mill RV Park, for donating the fresh caught salmon. Thank you all for something special.

Sunday morning was the all-important GMC Western States business meeting where the candidates for office were presented and your officers for the upcoming year were elected. Congratulations to our new President, Freddi Condos. Serving with Freddi will be V.P Jodell Banovich, Technical

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COOS BAY THREE CLUB JOINT RALLY Continued

V.P. Nick Roenick, Secretary, Donna Ventura, Treasurer, Dave deGraffenreid, Newsletter Coordinator, Judy Booth, FMCA National Director, Dorris Garton, and FMCA Alternate National Director, Gene Dotson. After the election, thanks were given to outgoing President Armand Minnie and his able board for a job well done.

Sunday afternoon was Open Coach where people got to go around and see the ideas and improvements that had been discussed at some of the seminars. It was especially busy because so many coaches participated and because the event had been publicized in town and members of the general public came out to see what our gathering was all about. After dinner, Dave deGraffenreid conducted a lively game of GMC Password. The audience enjoyed more than a few good laughs while the players struggled to give meaningful clues and received some far-out answers. Next time be a volunteer and play the game. I think you'll find it's not as easy as it looks when you're on stage and the clock is ticking.

Monday was a final breakfast and good-byes. When we left the rally, we headed North to visit family and do some touring. Evidently many other GMCers had the same idea because while we toured, so many people came up to our coach and asked us what was going on because they had been seeing GMCs traveling all over Central Oregon. It was fun to field their questions and let them have a look inside the coach if they asked.

We took advantage of some great rally handouts on what and where to see and do. Among the spots we especially enjoyed were visiting some of the wineries from the Culinary Institute wine pairing and buying some Oregon wine to enjoy at home. We loved sampling and buying some great cheeses at the Face Rock Creamery in Bandon, and the amazing blue cheeses from the Rouge Creamery in Central Point, not to mention some handmade chocolates at LillieBelle Farms that were too good to pass up.

As we turned South to begin our trip home, we decided to spend the night back at the Mill Casino RV Park in Coos Bay. When the staff at the RV park realized that we had been there for the rally, they were so excited to see us again and told us that we had been the most interesting, the most fun, and the nicest group ever to stay there. I wasn't surprised to hear that because we are GMCers and that's what we do.

Rally Reporter Audree Rowe



KUDOS...KUDOS...KUDOS ...

are in order as a gigantic THANK YOU to our Rally Host, Jerry and Sharon Work...for creating a fantastic gathering of GMC's at Coos Bay. Their commitment to our GMC Clubs is **OUTSTANDING!**

They garnered some of the crème de crème participation from the GMC Cascaders, GMC 49ers and most are also members of GMC Western States...the Three Club Rally.

We couldn't have had a greater representation of GMCers that volunteered to make this Fall Rally a great success! The Chairs of the various Committees and their support team; our Vendors; the Venues; and the Mill RV Resort team headed by Lucinda and Barb made for a simply overwhelming accomplishment.

Forty Years and still going strong is a terrific logo for our GMCs.. To see the Coos Bay merchants take this theme and run with it on wine glasses, the Mill Casino business cards, and more made us all feel extremely special. What a Group we are!

Simply must call out Dwayne and Sharon Jacobson for a touching Devotion, beautiful photographs. Of course the organization of the Registration Team Members made a stressful situation a piece of cake, pie, ice cream... They worked unceasingly for two days pulling things together for the attendees and getting all registered and parked. You ladies rock! Rebecca Bovee kept all electronically organized, she is an **A N G E L!**

SPRING 2014: All are also invited to support the GMCWS Spring Rally scheduled for April 24-29, 2014 at Hemet, Ca. Dave and Arlene Cantrell, our Rally Host, are busily gathering fun things to do. They have, however, promised to provide opportunities for attendees to spend a bit more time sharing time with each other..we'll see..... especially, since the Ramona Drama (longest running outdoor drama) will be one of the venues; Jodell Banovich has almost completed the line-up for the women activities; and Nick Roenick is busily formulating seminars for our fellows.

The Golden Village Palms RV Resort is simply beautiful with spacious parking accommodations, pools, spas, putting green and more. The Caterer is already lined up and the Breakfast and Dinner menus look oh so delicious.

Thanks to all that make our Rallies a wonderful success, be it 50 or 138 coaches. Hope your life's journey will permit you to attend our Spring Rally in 2014.

Peace and Happy GMCing!

Freddi

Wagon Master - GMCWS

GMC WESTERN STATES TECH CENTER

COOS BAY RALLY REPORT

By Nick Roenick



The Coos Bay Rally was a huge success. We had more than 130 coaches. Thanks to all the efforts of all the various support teams from the three clubs. A special thank you to our rally masters, Jerry & Sharon Work, for finding a beautiful location and The Mill Casino staff for their support. The biggest thank you goes to all of the over 260 attendees which came from far and wide to meet and have great camaraderie.

This rally had a super turnout of vendors, without whom we could not keep our coaches going. Gene Fisher went to great length to bring them together and he also made it possible to follow the tech session-handouts online. If you want to look up the coverage of the rally, please go to the GMCWS website and check out the many postings and pictures about the rally and tech sessions. (<http://gmcws.org/blog/>)

The tech sessions opened on Thursday with a presentation by Rob Mueller on Fire Prevention. (<http://gmcws.org/blog/?p=1830>) He covered all of the areas which can cause a fire, such as battery switches, circuit breakers and fuse boxes. The wiring you install on your coach needs to be of a sufficient size to carry the load attached to it. (DO NOT use telephone wires (22gauge) in the coach to carry 12V for lighting, as I found in my coach). Check your wiring for potential chafing and cut or loose connections at the terminals. Install an APC cable (<http://gmcmotorhome.info/APC.html>) to prevent your dash board from going up in smoke. Inspect your fuel lines and connections for frayed or split hoses. NEVER use plastic fuel filters in the engine or Onan compartment; they could melt and cause a fire. The oil cooler lines need to be checked regularly for damage. The vent on top of the transmission should have a hose leading to the rear, away from the exhaust. Most of all, install a smoke and a CO2 detector and change the batteries once a year.

The next presentation was done by Jim Bounds from the Coop in Florida on "Fire Extinguishing". He explained the types of fires and the types of extinguisher to use on them. It was very informational as we all think of fire as "a fire" and do not really think of the best way to get it out. There are seven different types of fire extinguishing materials and they all work differently. So DO NOT use water on gasoline fires, it only makes them spread – use Halon or Foam to put it out and keep it out. Jim also sells fire extinguishers and has a great deal of knowledge on the subject. He did not turn this into a sales seminar but made it easy to understand why we need several fire extinguishers in our coaches. Hand held fire extinguishers should be located where they can be readily accessible. Also a Safety hammer, to break a window for exit in case of fire, should be handy both in the front as well as in the back of the coach. The session was concluded with a

demonstration of one of his products and a question and answer period. For more information on fire extinguishers, refer to the following websites: <http://www.fire-extinguisher101.com/> and <http://www.firefightproducts.com/>. They can and will save your life or the lives of your loved ones.

"Sealants and caulking" was the headline for the session presented by Gary Worobec. His explanations where you need the various types of sealants and caulks were based on thorough study and personal use in repairing his coach. There are four main types: Latex (cheap-waterbased), Silicone (two kinds – acrylics and siliconized), Polysulphide/Hypalon (synthetic rubber, excellent adhesive) and Polyurethane (more adhesive than sealant). Each has its own properties and use in our coaches, as Gary explained. Such as, do not use Latex on roof patch, as it will not last very long; use a Polysulphide product such as C-10 Flow Seal. It is this kind of information you can use not only in/on your coach but in everyday use. His entire presentation in detail is at: <http://gmcws.org/blog/?p=1827>.

To close the day's session, Frank Condos told us all "What every GMC owner should know". He covered regular maintenance such as oil changes (3000 or 5000 miles or once a year), changing the brake fluid and transmission fluids, which we most likely do not think about often. Also a regular check of the ride height and suspension is needed. Do not neglect to check the age of your tires (replace at 7 years regardless of the amount of tread left on them or sooner if necessary). Under the hood we need to check on the A/C-Heater system to ensure maximum operations. The carburetor and fuel pump should be inspected often – the new fuel has a tendency to "eat the rubber". Check your belts, not on your pants but on the front of the motor. See any cracks, cuts or wear? Replace them! And do not forget the Onan. It needs regular maintenance as well. Frank's session is at: <http://gmcws.org/blog/?p=1834>.

On Friday we had an interesting morning lineup. First Dean Hanson gave us the "Genesis of the RV Business". He spoke of his family's involvement in the RV industry and his early introduction to the RV lifestyle. It was very interesting to hear of the evolution of the RV from trailers to conversions to purpose built RV's and his father's businesses in the RV industry.

Following Dean was Jim Bounds with the "Genesis of the GMC Restoration Business". Jim's insights into the GMC coach are from hands-on experience not only at his own shop but at Clasco where he was introduced to the inner workings of the GMC while remanufacturing these coaches. Clasco tried to remanufacture the GMC coach in the late 90's but it failed unfortunately due to costs.

We had two coaches outside at the RV Park to illustrate what can be done to our coaches; money, time and/or ability not being limitations. One had the most upgrades possible on a coach and the other one was a well preserved Clasco remanufactured coach.

Both were excellent examples and beautifully displayed.

The morning concluded with an “Ask the Experts” period which was lively attended and many questions answered to the best of the session members’ ability.

Saturday morning started with Jim Hupy’s “Air Compressor System” hour. He showed his wireless air system and explained the pros and cons of the upgrade. It replaces those pesky solenoids and valves in the Electro II system or it can be installed instead of the other systems which require long runs of ¼ inch tubing under the coach. It can be installed easily and requires only two hoses (one hose to each airbag) and a 12V power supply for the compressor. A handheld key fob lets you control the air pressure in each bag. You can contact him at: jamesh1296@gmail.com.

The following hour was for Rob Mueller and his “Checking Your Steering” show. He showed us how to troubleshoot the steering system and made it easy to follow on the screen. He reminded us that ALL parts need to be in good shape to keep us on the straight and narrow. It is a “system” of parts which has equal importance to the whole. If your tie rod is loose on one side, it will affect the tie rod on the other side and the handling of the coach. Do not neglect to grease the intermediate shaft U-joints or your steering will be tight or worse, lock up while turning. Rob made some excellent points in his discussion and was very descriptive of the interactions of the parts. Here are his screen shots: <http://gmcws.org/blog/?p=1843>,

Since we were talking about the steering, Manny Trovao and Jim Kanomata followed Rob with an hour about the “One-ton front end”. Manny has shown that being innovative can improve our coaches and make traveling down the road more enjoyable. (I have the one-ton installed on my coach and it improved the handling and braking very much.) Not only do you get a beefier spindle, ball joint and bearing set but you go from a 10 inch to a 12 ½ inch rotor for better braking. The front wheel spacing is nearly the same as the rear wheels which reduces the “rut wandering” you get with the OEM setup. For more information see: <http://www.mannystransmission.biz/> and <http://www.appliedgmc.com/>.

We enjoyed a presentation by manufacturing representative Chris Clark of Dinosaur Boards from Oregon. They build circuit boards for “old” appliances. As they say: “We support stuff that would be extinct”. Their Onan replacement board has been used by many GMCers but they also have boards for refrigerators and heaters. Their customer support group is very busy answering questions on these units. Here is the presentation by Chris: <http://gmcws.org/blog/?p=1881> and here is the direct contact info: <http://www.dinosaurelectronics.com/>. But their boards are also available thru our vendors.

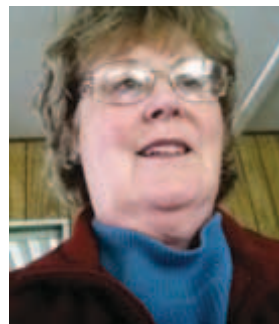
As if that was not enough, we also had some repairs and installs done at the rally in the RV Park. Notably Jim B. (Coop) shipped a couch to the park to be installed in Jim Decheine’s coach which was delivered to Jim D. at the rally in Amado, AZ. Jim D. had finished the inside of the coach and was lacking the sofa. Soooo, here is the sofa video courtesy of Steve Ferguson: <http://gmcws.org/blog/?p=1857>.

And there was a bad bogie spindle to be repaired. Check out picture #6 in the top row: <http://gmcws.org/blog/?p=1866> or picture 4.5 and 6 in: <http://gmcws.org/blog/?p=1840>. There is not much we cannot do when we have many GMCers in a park with all those parts we carry.

These plus many other impromptu upgrades and installs of parts we acquired from our many vendors who were here. Gene Fisher did a great job getting these vendors to bring, display and sell their parts here at the rally. Without those vendors we would have to source the parts one by one at the regular parts houses and you know how they treat you when you come in with “I have this 40 year old coach.....”. Well, if it is not on the computer, they do not know where to find it. The old timers in the parts houses have retired and the younger generation does not know how to look up anything in a catalog, even if the catalog goes back that far. PLEASE support our vendors.

As you can see there is a lot going on at a rally. I have tried to cover as many tech things as possible but might have missed something. As a fellow GMCer, it was a super rally and I enjoyed my time there. YOU need to attend the next rally held by your regional club, GMC Western States or GMC International club. It is YOU that makes these meetings fun and entertaining. Again, I want to thank all of the folks who helped this event go as smoothly as it did. Thanks again to the vendors for coming and supporting our coaches.

See YOU at the next rally and....Be careful out there!



First Vice President's Report

What a Great Rally! I believe it was the most organized Rally I have attended. The way every thing was handled professionally and with such grace was awesome. Each team member was a great asset to the programs and making all feel welcomed. The Staff from the Mill was exceptional, always helpful and smiling. My hat is off to Jerry and Sharon Work. They set the mood. I am humbled by everything I learned while dealing with them. They had a vision and went with it.
JOB WELL DONE!

I want to thank everyone that has helped me do my job as First Vice President these last two years. Not once did anyone refuse to help with doing programs. Some even carried on when I was not able to attend. It would take up the whole Newsletter to name everyone. The Rally Masters were exceptional to work with. The Trovao's, the Minnie's and the Work's, what a delight to work with each and I learned so much. I am so pleased that Jodell Banovich is the new First Vice President. She was such a great help to me. I leave you in good hands.

See you at the Rallies,

Melissa Fisher

GMC Western States Membership Meeting Minutes

Carol Minnie, Secretary



Coos Bay, OR
October 6, 2013

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 (available on the website) was made by Jerry Work and seconded by Richard Smith. The minutes were approved without corrections.

Carol Minnie gave the Secretary's Report noting that there are currently 242 members (up from 234 in April). We continue to get new members from the website. Membership renewal letters will go out at the end of the month, or early in November and dues should be paid by December 31st for 2014. Anyone can log on and renew their dues via PayPal on GMCWS.org. The 2014 directory will go out in late January or early February. Dave de Graffenreid gave the Treasurer's report. We had \$29,427 as of 1/1/13 and \$25,452 as of 10/1/13. Income from dues and rally deposit reimbursement was \$2,857.65. Expenses totaling \$6,832.91 paid for gifts, roster production, shipping AV equipment, deposits for the two upcoming rallies and car show fee reimbursements.

Old business: We had great participation in the Truck Show in Paris, CA with 21 coaches on display, 18 of whom were GMCWS members. The club reimbursed entry fees to those who requested it. We also had several members who attended the Fallbrook car show. This is a great, fun way to advertise GMCs and to get folks excited about them.

New business: Gary Worobec suggested that GMCWS offer badges and/or jackets. Armand asked if anyone would be interested in having those items available and, if so, whether anyone would volunteer to see about getting badges and/or jackets made for the club. There was no interest in the items and no one volunteered to work on the project.

Elections: The nominating committee included Jack Kincaid, George Banovich and Dorris Garton. Dorris was not in attendance at the meeting so Jack noted the slate of officers who had been nominated:

- President – Freddi Condos
- 1st Vice President – Jodell Banovich
- Tech VP – Nick Roenick
- Treasurer - Dave de Graffenreid
- Secretary – Donna Ventura

There were no nominations from the floor. A vote was taken and the new slate of officers was unanimously approved.

Freddi Condos presented thank you gifts to outgoing officers and previously missed outgoing officers: Armand Minnie (President), Carol Minnie (Secretary), Melissa Fisher (1st VP) and Jim Hupy (Tech VP).

Future Rallies: Spring: April 24-29, 2014 Hemet, CA hosted by Dave and Arlene Cantrell

Fall: Sept 30 – Oct 5, 2014 Lodi, CA hosted by the Four Amigos: George Banovich, Manny Trovao, Nick Roenick and Dave de Graffenreid.

Paul Jones moved to adjourn the meeting. The motion was seconded by Fred Davis, and approved.

The meeting was adjourned at 9:15 a.m.

Respectfully submitted,
Carol Minnie, Secretary

GMC Coaches & 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

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 bearing 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 Olsen – 509 464-1434
artsoil18@msn.com Cell – 509 290-0030
Spokane, WA _____ 1113

1973 GMC CANYONLANDS (26') (80,000 miles)
455 engine overhauled at 60,000 miles. Beautiful and in great condition. Alcoa wheels, new tires, repainted, reupholstered, new Guske day/night blinds. Always stored inside. Has unique canopy. All manuals.
Price: \$21,500
Contact: Bert Wanlass – 801 423-1860
bertbarb9@msn.com
Woodland Hills, UT _____ 0614

1976 GMC Palm Beach (26') (48,860+miles)
455 engine rebuilt –machined to high standards, balanced, RV cam, headers, Edelbrock aluminum intake manifold. In continuous use since new. Never stored for extended period of time. Numerous upgrades/replacements. 6 new tires last yr on Alcoa rims, rear disc brake conversion, four bag rear suspension, macerator, repainted in color scheme similar to original. NEW forced-air heater, stove/oven, refrigerator, fresh water & black water tanks, top quality vinyl seating w/Steelcase captain chairs. Full length Zipdee patio & window awnings. Interior is tan with white headliner. Most drapes replaced w/exactly original fabric. 6K Onan just serviced. Coach has more features that I can discuss, if you are interested. My family used the coach for 30 yrs. Reluctantly selling due to health issues. If you are interested in a GMC, this is the one.
Price: \$20,000 obo
Contact: Jerry & Carmen Keck – 858 232-5350
gramapa.01@gmail.com
Temecula, CA _____ 0814

PARTS

Nice homemade **Front Bearing Puller Kit** \$60 **TURBO CITY CUSTOM TBI INJECTION** for 455ci GMC motorhome. Computer w/several different chips, wiring, adapter plate & of course the throttle body. Complete installation instructions. I'll throw in an HEI injection distributor body for this unit. Cost \$1400....now **best offer over \$399.**
Contact: Ken Booth – 928 764-3378 hobo@citlink.net Lake Havasu City, AZ _____ 1113

GMC WESTERN STATES RALLY SCHEDULE

Spring Rally – 2014

April 24-29, 2014

Golden Village Palms RV Resort

Hemet, California

Hosts: Arlene And Dave Cantrell

Fall Rally – 2014: 4 Amigos Rally

September 30 – October 5, 2014

Lodi Grape Festival Fairgrounds

Lodi, California

Hosts: The 4 Amigos: George Banovich, Dave De Graffenreid, Manny Trovao, Nick Roenick

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760 752-9500, elizabeth@goldenstategraphics.com

GMC Western States Newsletter

Designed and Printed by

Golden State Graphics, San Diego, CA

To submit an article or item for the Newsletter,

email Judy Booth: 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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