



GMC Western States

Newsletter Number 51 – Feb 10, 2003

President's Message



Greetings to all, as we start off a new year of adventure. One thing is for sure in life, every day is a new experience, and we never know what is going to happen in the future. Which likely is a good thing as those of us who are worrier's, would chew our nails to the quick

and those of us who like to forge ahead, would be taking advantage of every opportunity and leave the rest in the dust. Won't say which category I am in. However, my current GMC adventure is completely redoing the interior of the motorhome from the ground up, or perhaps more accurately, I should say, from the insulation and ribs out. Until very recently there were wires hanging and trailing everywhere, and my basement is full of parts. I just hope I can get it done enough to get to the Spring Rally in time!

At our last Rally in Cody, Wyoming, it was voted we should produce a club plastic badge with our names etc., to be paid for by those who would like to have one. In recent years, technologies have changed, and now one can obtain badges with ones name or picture printed into the plastic, making it look much like ones Visa or Mastercard in appearance. I have now arranged for an individual to make these for our members at a very attractive introductory price of \$7.00 US, includes mailing costs.

The badge will be about 2x3 inches in size and will use the GMC picture of the streaming GMC, which is on our web site and is the thematic logo for the Temecula Rally. This being the 25th anniversary year of manufacture, we are including this on the badge as a special feature for this year only. After this year, the date and years can be removed from the offering for new members coming on stream in future years.

The current plan is to enable all attendees of the Temecula Rally opportunity to purchase the new Western States badge, with the finished badge with their name, city and state, later mailed to them. The rest

of the membership will receive the same offer in the next Newsletter.

I believe our membership will find this to be a very attractive badge, picturing the club, GMC, and your name, all to harmonious, colour coordinated advantage.

Now a couple of other items. For those who have not already heard-- a new sister club to ours has been born in the east-- the GMC Eastern States Club, with Pat Brewer as President. Web site is <http://www.gmceast.com/>. We wish them well as they get started. Maybe we can some day have one big Rally together in the middle of the country! On a sad note, Roland Wilber of Oregon passed away in early January. He has always been an enthusiastic GMCer, and went to GM in the early days for mechanical factory training. He continued doing repairs on GMCs in retirement, played with various spacer dimensions in the front bearings before that issue became settled, and in his later days enjoyed buying and driving other GM vehicles. For him life was always an adventure.

And finally, don't forget to mark your calendar and come to [Temecula, Ca. for April 28](#). Lots of plans are in the works, and I know you will not be disappointed. I am told that the location is great, and Phil and Company are just itching to wow you with all kinds of things. Gene Fisher our new Tech Man, is going to add to the true rumor- that GMCer Western States members are really the most knowledgeable folk in the whole GMC community. Doris Garton, our "newly retired" nurse and new Vice President will keep the ladies swinging. So— we want to see you there—even if you cannot make it for the whole time. You won't be sorry, there are new things being planned for this rally you have not been exposed to before.

Let's keep rolling,

Claude



From our Treasurer

Summary Report

12/14/01 to 12/14/02

Income Non—Roundup

Membership	\$7,960.00	
Bank Error	\$50.00	
Rally's Profit	\$1,462.01	
Miscellaneous	\$62.42	
FMCA Travel Auth. Ck.	\$90.00	
Total		\$9,624.43

Expenses Non--Roundup

Newsletter	\$3,084.05	
Roster	\$1,051.48	
Dues Notice	\$343.42	
Office	\$549.94	
Board	\$3,869.78	
President	\$403.02	
Club Rally Expenses	\$2,178.64	
Total		\$11,480.33

Income-Expenses <\$1,855.90>

Bank Accounts

Checking Account

12/14/01 Account Bal.	\$9,657.95	
*Fiscal Yr. Income	\$9,624.43	
Fiscal Yr. Expenses	\$11,480.33	
Current Bal.		\$7,802.05

Interest Account

12/14/01 Account Bal.	\$17,531.95	
Interest Yr. 2002	\$208.22	
Current Bal.		\$17,740.17

Balance {Both Accounts} \$25,542.22

* Excludes Interest

Bill Shumway



**TEMECULA SESSIONS
At A Glance**

Technical sessions will be made up of several types of presentations

- DEMONSTRATIONS
- SEMINARS
- BIRDS-OF-A-FEATHER MEETINGS
- BROWN BAG LUNCH TALKS

Vendors for the Temecula Rally are a prominent part of this rally. There are Vendors Row parking sites that are adjacent to the main meeting rooms. Many of the demonstrations are going to be provided by the GMC vendors at their sites at scheduled times. We recommend that vendors bring a table which can be placed in front of their parking slots to display their wares.

DEMONSTRATIONS

These live demonstrations will be held in the parking areas on owners' coaches. We hope to videotape some of these presentations and edit them into tapes that can be made available to the GMCWS members so they will have them for future reference. Keep watching this page for updated information about the demonstrations.

MACERATOR INSTALLATION by Denny Allen

Denny's macerator kit has become the Do It Yourself one stop solution for macerator mounting. Denny is going to do a live demonstration of the installation of his product on some lucky owner's coach. This will be very helpful for those owners planning to do this modification.

ONAN PREVENTIVE MAINTENANCE by Duane Simmons

You have read Duane's (Mr. Onan) many articles on how to trouble shoot and repair your Onan, now watch him demonstrate LIVE, the preventive maintenance we should do to our generators.

COACH WEIGHING (by appointment) by Chuck Botts See information and form in [Tech Center 39](#) of this newsletter.

BEARING SERVICE - KNUCKLE OFF by Chuck Aulgur

SEMINARS

TORONADO PARTS – SELECTIONS AND MODIFICATIONS

By Steve Ferguson

WIRELESS TOYS – INTERNET INFORMATION – SATELLITE SYSTEMS

By Al Chernoff

TRANSMISSION THEORY AND REBUILD RECOMMENDATIONS

By Manny Trovao

TIRE SAFETY AND WEIGHT BALANCE

By Chuck Botts

BEGINNING DIGITAL PHOTOGRAPHY AND PRINTING

By Charles Bennett

BIRDS – OF-A- FEATHER MEETINGS

There are small special interest groups that want to meet in an unstructured format to discuss their common interests. There will be a notice posted on the bulletin board at the rally that will show topics and times for these meetings held in the Pool Side Room. In general there should be a host to sign up for the slot and conduct the meeting. These meetings will be in the late evening at 8 PM -. The following four BOF meetings have been proposed so far:

GMC HAM RADIO OPERATORS, hosted by Terry Taylor

Equipment Installations
Antennas Internet
Schedules

ELECTRONIC FUEL INJECTION.

Do It Yourself experiences
Vendor experiences

GMCnet, Hosted by ?

Lemon Aid Stand
Community Relations

QUESTIONS AND ANSWERS for new owners.

Reminder: Have you renewed your GMC Western States membership for 2003? If not, send \$20 dues to: Frank Condos, 42744 Windy Gap Dr., Ahwahnee, CA 93601

Invitation to the Ladies Victorian Tea Party

Ladies, please join us for "High Tea" on Wednesday, April 30th at 1 p.m.

High Tea is a formal event so please come in your best motorhome traveling attire. Hats, gloves, pearls and boas will be perfectly appropriate so start digging around in your closets for the accessories that will make a statement!

Please also bring a favorite china cup and saucer. Our High Tea will be served to us by a cadre of "formally" attired waiters from our all volunteer spousal staff. There will be an outstanding program presented so be prepared to spend several hours with us.

As part of our program, we will enjoy a presentation on Victorian dress and Victorian traditions by Eve Faulkner. Eve is a well-known historian in this field and is the founder and curator of the Victorian Bridal Museum in the city of Orange, California. She will be bringing some vintage clothing and accessories to share with us. Each piece has a wonderful story to tell, and you will be taken back to a time of beauty and romance.

With all of this going on there will be plenty of photo opportunities, so be sure to bring your camera along.

Cost for this event will be
\$6.00 per person



Perhaps the true gift of a teatime celebration is that it fills our cups with joy and warmth and friendship. May the echo of the teacups' message be heard not only on special occasions but anytime friends come together."

Emilie Barnes, "A Cozy Tea"

MARK YOUR CALENDAR!

WHAT IS IT? [Junque Jewelry Craft Session](#)

WHERE: GMC Western States Spring Rally

WHEN: Tuesday, April 29, 2003

TIME: 1:30 pm

This is your chance to seek treasure among a king's ransom of pieces and bits of vintage jewelry. Use the items you select to fashion wonderful one-of-a-kind wearable art. The only limits are your own imagination!

BRING: Small tools that can be used for jewelry making such as needle-nosed pliers, nippers, wire cutters, etc. We have some tools, but the more we have to share, the better.

WE SUPPLY: The raw material Treasure and all the findings.

COST: \$4.00 per person will let you create to your heart's content.

MORE: Check on the GMC Western States website www.gmcws.org for pictures.



The campground pool



The hotel and casino



A large Pechanga campsite



Old Town Temecula



Our building for meetings



Our hosts, the Hernandezes, at the hotel

The Great Curtis Brake Conundrum Or What Would You Do If You Were In the Curtis' Shoes

By Bert and Fay Curtis

As many of you who were at the Cody Rally know, we were having serious brake problems with our coach. Symptoms were: hardly any brake pedal, rear brakes that would not stay adjusted and were doing practically no braking. This is a synopsis of our journey into the world of brake problems.

Before leaving our home in Eureka, CA for Cody, we had checked the rear brakes. We had noticed the coach developing a braking problem during our last jaunt. We discovered that one set of brake shoes had become cocked and worn through the lining into the metal. Ah hah! That's the problem. Check and turn the drum if needed and install a new set of shoes. Problem solved. However, it wasn't. Symptoms were the same. The service shop said the other axle set should be changed also. So we did. We prepared to leave for Cody. Bert drove the coach down the mountain - approximately 7 miles - and to the gas station, whereupon Fay took over the driving for the first hour of the trip. We drove almost through two stop signs and said there was no way we should head off with brakes like this! So, we called the Shumways and let them know that we were not going to meet them in Reno and headed back up the mountain.

We got up early the next morning and headed over to our friend's automotive shop. We then spent 12 hours trying everything and picking everyone's brains. We changed the master cylinder, twice. Changed the wheel cylinders, changed the hardware, checked the brake proportioning valve. Pump bleed, gravity bleed, and vacuum bleed the brakes. Nothing seemed to work. The pedal felt fine with the engine off, but it would sink to the floor when one applied the brakes with the engine on and the rear would not stay adjusted. It was suggested that we pinch off the rear brake hoses to find out where the problem was, but we could not do that as we are running stainless braided hoses. At least with them we knew that the hoses were not collapsing under pressure.

Time was running short and we had to head for Cody - with or without good brakes. So, at about 1 AM we left, figuring that traffic over the mountains and into Reno would be light to nonexistent until we hit Interstate 80. Then brakes would not be as important. We also decided to skip Salt Lake City as we would be going through it during rush hour. We drove straight thru, switching drivers every hour, more or less and went through Yellowstone just before eleven. That way we did not have to worry about some stupid tourist stopping in the middle of the road to see the wildlife that way! We

made it to Cody, safely, in 21 hours and knew that with all the experts at the rally, our problem would be solved.

The consensus was that we needed a new proportioning valve. So, we ordered one and were told it would arrive the day before the rally was over. Things were looking good. We relaxed and had a great time at the rally. The valve arrived and was installed. Harold Kennedy loaned us a tool to help bleed the brakes and that was done quickly. We were becoming experts in brake bleeding.

Happily, we tried the brakes, and still nothing! What is wrong? While we were bleeding and adjusting the brakes for the umpteenth time, Emery Stora wandered over and noticed that the upper bracket holding the master cylinder was installed wrong and felt that had been our problem all along. The bracket position was rectified and still no brake pedal. We then decided that maybe the aftermarket master cylinders were not providing enough fluid for the rear brakes and bought the "Genuine" GM Cinnabar master cylinder from Emery in hopes that would solve the problem. Still no luck. We tried bleeding the brakes yet again. We must have used at least 3 gallons so far. At least we know the brake fluid is clean.

We had called Jim Bounds, Bob Lamey, the Sirums and Wes Caughlan. All felt that there was either air in the lines or a leak in the system. As we were able to drive from Eureka to Cody without losing fluid, a leak was ruled out. After all the bleeding, and the fact that the pedal would not pump up, air in the lines was also ruled out. Therefore, everyone was stumped!

Just in case, before we left Cody, we had a local shop pressure bleed the lines and they didn't find any air either. Wes mentioned, along with Chuck Will, that there was a vague possibility that an internal component in the vacuum boost unit might be causing the problem. Guess we pull it when we get home and have Lamey service the unit. One individual, and who knows how many others were thinking it, stated that our brake problem was probably all in our heads. We know what good brakes are and we did not have them!

The rally was over and we headed off a day later to home, via Yellowstone, Seattle, and Astoria, leaving the side door open so that the passenger could throw out the boat anchor as needed. Thank you BeBe, Emery, Len, Harold, Chuck, and everyone else that provided assistance and support. Thank you Bill and Dorothy for the use of your vehicle to chase down parts.

Upon arriving home, we decided to get down and dirty and solve this problem once and for all. First off, remove the boost unit and ship it to Lamey with specific instructions to find the smoking gun. In the meantime, we replaced the front pads, as the others were looking glazed and might be contributing to the problem. Two days later, the report came back - no problem found. A different, sensitized unit was on its way back to us. As expected, no improvement. Back to the drawing board.

This all started with a bad pair of worn shoes. So jack up the slug again, pull off the wheels and drums and then we noticed that the shoes have only been wearing on the ends - approximately 4 inches of material per wheel, trying to stop the coach. Hey Sherlock, that must be the problem. After the trip to Cody and back, most of the linings had not touched the drums. No wonder we were not stopping. We made sure our drums were still round and within factory specs, in case being too worn was why the shoes did not fit. And they were still within specs, so worn drums were not the problem. All this time Bert was right - the shoes needed to be arced to fit the drums. We sent them to our local brake man, he arced them and now we can stop again!

Moral: Do not assume new shoes will fit the diameter of your drums. For about \$5 per wheel, the problem was solved.

The rear brake shoes that gave us trouble were two and a half inch wide Performance Friction shoes. We are now using two and a half inch shoes (Raybestos premium plus 446TG for a Dodge pickup) from Krage Auto Parts. We've also gone to a more heavy duty mounting hardware to hopefully take care of the cocking problem. The Raybestos shoes are the ones that had to be arced.

Western States Rally Schedule

- Fall 2003 Nk'Mip Campground
 (pronounced Inkameep)
 Osoyoos, British Columbia, Canada
 September 14 – 19, 2003
 Rallymaster:
 Denny Allen
- Spring 2004 Emerald Desert RV Resort
 Palm Desert, CA
 Rallymasters:
 Dave & Donna deGraffenreid
- Fall 2004 Albuquerque, NM
 Oct 5 -10, 2004
 Rallymaster: Al Chernoff
- Fall 2005 Rallymaster: Kerry Tandy

Coaches For Sale

*We welcome your ad. Each ad will be run only 3 times unless you tell us to continue. **Please tell us when your coach has been sold** or if you want to stop the ad before it runs out. The last four digits are the month and year of the expiration date.*
 Contact: **928-445-7875** or icherry@northlink.com

1976 Birchaven 23' – 74,000 original miles. Interior renovated in teak wood. Custom exterior paint. TV, roof air, pod, cook top, microwave (no oven), rear bath, excellent condition, set up for two people, smogged and ready to go. Asking \$25,000.
 Bob Philbrick, Riverside, CA 909-683-0565

1003

1977 Palm Beach 26' with 455 engine. Complete new paint job using PPG Series base coat/clear coat. New rub rail with stainless steel end caps. New door seal, running lights and roof vents for holding tanks and refrigerator. New windshields. Zip-Dee awnings, full length, both sides. New stainless steel hot water heater. All new solid oak cabinets throughout. Thorley Tri-Y exhaust headers. New Bilstein shock absorbers. New 3.42 final drive from Cinnabar. Seven new Alcoa forged aluminum wheels with Cooper tires plus one more new tire. Many more good features.
 Asking \$26,900 OBO.

Don Swagman, Naples, FL, 239-793-4121, dps4@earthlink.net

1003

1977 Coca Cola 403 engine (fresh 455 available). Wallace hubs, Bilstein shocks, Caspro powerdrive, steering box, front stabilizer. Flowmasters. Alcoa wheels w/ Goodyears. Rear hitch. Roof ladder, storage pod, A & E awnings. Electric step. Recent custom base coat, clear coat repaint in 3 silver tones. Original red interior. Two roof airs, pleated shades, microwave, Norcold 3-way refig. Always garaged. Many happy miles spent in this coach. Asking \$24,000.
 Don Klusman, Scottsdale, AZ 480-585-5599

0204

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. Website: "www.gmcws.org", **Billy and Debbie Massey**

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