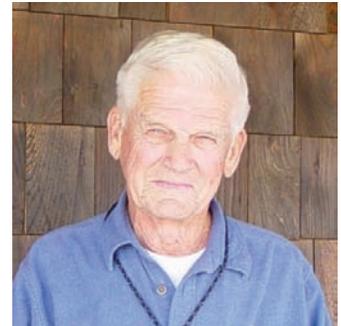


GMC WESTERN STATES NEWSLETTER



Outgoing President's Message from Alan Tolle



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, Billy and Debbie Massey

Inside

- 1 Outgoing President's Message
- 2 President's Message
- 2 Secretary's Report
- 3 Treasurer's Report + Rally Schedule
- 4 Benson Rally Report
- 6 Coaches for Sale + Parts for Sale
- 7 Western States Tech Center
- 8 New Journeys + Officers

I want to thank the membership of GMC Western States for giving me the privilege to serve as your president for the last couple of years. Diana and I have met a lot of nice people whom we now consider to be good friends and who we look forward to seeing at future gatherings. As I look back, I can say that everything is pretty much in order: rallies were held, programs were good, treasury is healthy, no big divisive conflicts. The state of the union is good, so to speak.

Incoming president Frank Condos needs no introduction. He and his wife Freddi (new first vice president) have been there since the beginning and have literally kept Western States afloat on occasion in times past when others have wavered a little in their duties. In my short association with Western States, in more than one instance when things were going sour, they have stepped in and saved the day. I am very glad to see Frank and Freddi occupy the offices which they rightly deserve.

And I know of no individual better qualified to be technical (second) vice president than Steve Ferguson. His mechanical skills are legendary and he writes equally well. And when that might not work, his sense of humor will carry the day.

These new folks join seasoned individuals Secretary Judy Cherry and Treasurer Mike Cherry to comprise an executive board of which we all can be proud.

Alan Tolle

GMCWS President's Message from Frank Condos:



I can hear it now: "He's baaack?" Yes, I couldn't stay away, not even after ten years of being a part of the club's Board of Directors. I have always enjoyed being a part of GMC Western States. Thanks for your confidence.

There are two challenges coming up this next year. First, we want to achieve maximum attendance at the joint Western States/International Spring Rally/Convention at Santa Rosa, CA. More on that later. The second challenge is to attract new members and owners to the joys and benefits of owning a GMC as a smaller Class A motor home, including meeting wonderful people bonded together by a common interest and sharing their knowledge and experiences.

We all will reach the point when we must sell our coaches. In anticipation we need to create and maintain a market. We can create interest by driving and showing them at every opportunity. Some owners have even used local car shows. We all have had people come up to us at fuel stops or RV parks and ask if they are still building them, are parts available, what kind of mileage do you get, etc?

To help spread the word, we will be creating a brochure to hand out that covers answers to many current questions. The hand-out will list available parts and service facilities, a brief history of the GMC, as well as an application for GMC Western States membership. Hand them out, tell all about the close knit community of owners and the other benefits from owning a GMC.

The joint Spring Rally/Convention will begin March 30, 2008 and continue through the following Saturday. The GMC Western States Board has decided to begin our portion of the rally on Thursday, March 28. To facilitate this early start, the Board has decided to pay (from our treasury) the cost of the two early start days and include at least one catered meal. The early start by GMC Western States will help to encourage a large WS turnout and to provide a cadre of volunteers to help set up the facility for the joint rally/convention. The early start will also allow those still working or who want to bring young people the opportunity to spend a few days. International will pro-rate the Convention week rate for those who cannot stay the entire time.

Details of all plans will be available in January. In the meantime, use and promote the GMC whenever you can.

Frank Condos

Secretary's Report GMCWS Membership Meeting September 6, 2007



President Alan Tolle called the meeting to order at 3:06 pm. He commended Steve and Nancy Ferguson for their efforts to make this an excellent rally.

Secretary Judy Cherry reported we have 325 members, with 5 new members who signed up at the rally. Membership applications were available for those interested. Judy informed the membership of the executive board's intentions to support the March 30th - April 5th, 2008 GMC International Convention at Sonoma County Fairgrounds in Santa Rosa, CA: We encourage all our members to register and attend the convention. Other western GMC clubs are doing the same. We will offer to take on one fixed cost item such as entertainment. We will have an official Western States meeting some time during the convention week. Information about the convention can be found on the International website at www.gmcmi.com. Discussion and comments followed this information.

The Secretary's report was accepted.

Treasurer Mike Cherry gave a current report on GMC Western States finances. Because of privacy concerns and questions from members in the GMC community, Mike will give financial figures at our two rallies each year and in a year end report sent out with the newsletter. Actual figures will not be reported in the newsletter proper or be posted on our website. This is in accordance with financial reporting practices used by GMC Motorhome International. The Treasurer's report was accepted.

Old Business: There was none.

New Business: President Tolle informed the membership that GMC Eastern States is seriously considering dissolving. They plan to spend down their treasury for the benefit of members, hosting a special last rally and then helping their members with dues for GMC Motorhomes International as long as their money lasts.

Several members asked whether Western States members would want to arrive at the GMCMI convention as a group in order to be parked together. Others felt that such a practice would encourage cliques, and might hinder the chances to meet new people. Arriving as a large group might cause delays in getting parked also. No final decision was made on the issue.

Election of Officers for 2008:

Secretary Judy Cherry, Treasurer Mike Cherry, FMCA Director Kerry Tandy, and Alternate FMCA Director Gene Dotson have agreed to serve another year in their positions. The Nominations Committee led by Bob Cook presented the following candidates for open offices:

President: Frank Condos

1st Vice President (NonTech): Freddi Condos

2nd Vice President (Technical): Steve Ferguson

Alan Tolle asked for nominations from the floor. Fay Curtis was nominated for President and seconded. No more nominations were made and so nominations were closed. There being two candidates for President, ballots were distributed, marked and signed, collected, and counted by Mike and Judy Cherry. Frank Condos was elected. Freddi Condos and Steve Ferguson were elected by acclamation.

Judy Cherry presented a card and token gift to Alan Tolle, outgoing President, and to Bert Curtis, outgoing Tech VP, with thanks from the membership. The same will be sent to Judy and Ken Lierly, NonTech VP for 2007.

Frank Condos asked members to talk to him about their opinions regarding the spring 2008 Rally with GMCMI at Santa Rosa, CA.

The meeting was adjourned at 4:16 pm.

Respectfully submitted, Judy Cherry, Secretary



Treasurer's Report

September 6, 2007

Heretofore GMCWS Treasurer's Reports have been published in the newsletters as well as being presented at the two general membership meetings each year. A final year end report has been published in the first newsletter of each year. The newsletters have always been published in full on the website, hence all our income, expenses, and account balances have been, so to speak, fully open to the public. There have been several questions as to whether this practice is necessarily wise in this day and age.

Therefore, current figures will be given to the attending members at the two semiannual meetings, and a final year end report will be included with a newsletter to the membership, but will not be put on the website.

If you have comments, pro or con, feel free to direct them to me.

Mike Cherry, Treasurer

Western States Rally Schedule

Spring 2008 Joint Rally/Convention
with GMC Motorhomes International
Sonoma County Fairgrounds, Santa Rosa, CA
March 30 – April 5, 2008
(2 days early March 28 – 29 for GMCWS members)

Fall 2008 Blackwell Island RV Park, Lake Coeur d'Alene, ID
Rallymasters: Terry and Gloria Morris and the Cascaders
September 15-19, 2008

Spring 2009 Tentatively May in Williams, AZ
Helen Wykle is working on this.

If you are interested in entering your vintage car/GMC motorhome in the Route 66 caravan in May, 2009 (entry fee is \$50) please contact Helen Wykle at (928) 758-9246 for more information. GMC WESTERN STATES is tentatively planing a rally in Williams, AZ the week prior to the caravan.

Fall 2009 Golden Village Palms RV Park, Hemet, CA
Dave and Donna deGraffenreid
October 16-20, 2009

2008 Newsletter Publication Date Schedule

	1st	2nd	3rd	4th
Info to Coordinator:	Jan 4th (to Freddi)	Apr 9th (to Freddi)	July 8th (to Judy)	Oct 3rd (to Judy)
Info to Publisher:	Jan 11th	Apr 14th	July 14th	Oct 10th
Publication Date:	Jan 25th	Apr 25th	July 25th	Oct 24th

Benson Rally Report

Cochise Terrace RV Resort is located on a bench overlooking the San Pedro River valley, with mountain views on the western, southern, and eastern horizons. In early September the desert sky is often scattered with monsoon storm clouds and the surrounding vegetation is greener than it is the rest of the year. Such was the backdrop as fifty-three coaches assembled for our fall rally under the able leadership of Steve and Nancy Ferguson. As usual the food was plentiful and excellent, and there was time for renewing old friendships and making new ones. Many people took the time to see interesting places in southeastern AZ: Kartchner Caverns (one of the top 10 caves in the world), Bisbee, Tombstone, Ft. Huachuca, Cochise Stronghold, etc.

Technical sessions included Onan Troubleshooting with Duane Simmons, Coach Weight and OEM Braking with Chuck Garton, putting a GMC Coach on a Diesel Driven Frame with Jim Bounds,

Coach Appraisal with Jim Kanomata, a new Rear Brake Solution with Chuck Aulgur, redoing your coach with Len Simmons and others, Diagnosing Transmission Problems with Manny Trovao, Staying in Touch on the Road – MotoSat with Gary Berry, and an Ask the Experts panel discussion led by Frank Condos.

Non-technical sessions included morning walks led by Freddi Condos, Rock Art Refrigerator Magnets with Judy Cherry, Bookmarks with Sharon Cerrina, Physical Therapy and You with Dorris Garton, a Beauty Session with Sharon Cerrina, Wild West Games led by Freddi Condos, Ginny Bare, and Leanne Tandy, and Bunco 'n' Things with Billie Simmons.

With vendors' booths to visit, the flea market, and open coaches to see, there was plenty to do during our time at the rally. Thank you Steve and Nancy for hosting us, and for all the planning you did and arrangements you made. Those of us who attended this rally really appreciate all your efforts.



Bat Leanne Tandy and Rat Ginny Bare



Dorris and Chuck Garton



Bill and Betty Hubler



Monsoon Clouds over GMCs



Elaine and Howard Ginn



Joan and Gene Dotson



Judy and Ken Booth



Wilda and Gary Cook

Attendees

Chuck and Bernie Aulgur, La Mesa, CA
 Dwight and Ginny Bare, Mesa, AZ
 Gary and Diana Berry, Prosser, WA
 Ken and Judy Booth, Lake Havasu City, AZ
 Jim and Janie Bounds, Orlando, FL
 Marcel and Ellie Bourgon, El Paso, TX
 Zay and Betty Brand, Seal Beach, CA
 Bruce and Blair Burtan, Prescott, AZ
 Dave and Arlene Cantrell, Rowland Heights, CA
 Pat and Sharon Cerrina, La Habra, CA
 Mike and Judy Cherry, Prescott, AZ
 Den and Ann Clark, Bishop, CA
 Frank and Freddi Condos, Ahwahnee, CA
 Bob Cook, Redondo Beach, CA
 Gary and Wilda Cook, El Paso, TX
 Bert and Fay Curtis, Kneeland, CA
 Bill and Lill Deal, San Diego, CA
 James and Adelle Decheine, Ajo, AZ
 Gene and Joan Dotson, Conover, NC

Dave and Gerri Elwood, Brentwood, CA
 Steve and Nancy Ferguson, Sierra Vista, AZ
 Hank Fordham and Trudy Thompson, Laguna Woods, CA *
 Robert and Anna Frazier, Ajo, AZ *
 Chuck and Dorris Garton, Ridgecrest, CA
 Edwin Giese and Gerri Wood, Marana, AZ *
 Howard and Elaine Ginn, Camp Verde AZ
 Hoss and Charlotte Hauge, Garden Grove, CA
 Glenn and Carol Heinbockel, Cottonwood, AZ
 Bill and Betty Hubler, Caldwell, ID
 Hal and Shirlene Kading, Fairacres, NM
 Jim Kanomata, Belmont, CA
 Jerry Keck and Carmen Puente, San Diego, CA *
 Gordy Lee, Camp Verde, AZ *
 Bob and Joan McKechnie, Sacramento, CA
 Lee and Suzanne Nelsen, Alta Loma, CA
 Howard and Susie Nielsen, Alpine, CA
 BeBe and Nancy Pettit, Prescott, AZ

John and Cathy Ruff, Gilbert, AZ *
 April Russell, Ventura, CA *
 Bill and Dorothy Shumway, San Jose, CA
 Duane and Billie Simmons, Orange, CA
 Len and Betty Simmons, Rogue River, OR
 Jerry and Phoebe Snyder, Tucson, AZ
 Bob Sobrito, La Mesa, CA
 Kerry and Leanne Tandy, Merkel, TX
 Alan and Diana Tolle, Independence, OR
 Manny Trovao, San Jose, CA
 Marc and Lillian Trubert, Coarsegold, CA
 Al and Nan Vinzant, San Diego, CA
 Gary and Linda Wingerter, Prescott, AZ *
 Lee and Sylvia Wister, San Diego, CA
 Dave and Leone Wood, Coronado, CA
 Gary and Joanne Worobec, Anza, CA *

* first timers at GMCWS Rally

Coaches for Sale

We welcome your ad. Each ad will be run for one year 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: Freddi Condos, frettyc@sti.net, phone 559-683-5185

1978 Royale Coachman interior. Sale due to health. Day/night shades with walnut trim. Rear queen with custom mattress. Microwave under cabinet. Built in blender. TV under cabinet above table. Front leather captain chairs with lumbar adjustment. Recent upholstery with fireproof aircraft material. Hand rails in shower. Walnut hand rails under cabinets. Newer refrigerator. Front extended bumper with tool box, grab handle, and flat to stand on to wash windshield. Vacuum pump for dead engine brakes. Ragusa battery carriers and side step. GM fuel injected engine. TB engine and transmission rebuilt. Extended air horn on breather with K&N air filter. Engine hatch holder by Rex. Sensitized brake booster. New macerator with electric shut off valve. Jim Anstett brake system. Hubs and knuckles rebuilt. Steering hear rebuilt (my specialty). Complete frony end rebuilt. Rear airbag risers for softer ride. Side toolbox with slide out drawer. Side lift for lifting wheel chair into coach. Alcoa wheels with Goodyear tires 159RE's. Ted and Lavonne Smith, 5624 SW 14th St., Topeka, KS 66604-2207 (785)272-1552, cell (785)640-6603, e-mail: lavonnented@sbcglobal.net.

1107

1978 Eleganza II 26' 83K miles. Last month of production. Sleeps 6, seats 13. Upholstery, carpeting, headliner replaced. Eight solid walnut overhead cabinets, 3 way refrig., AM/FM/cassette radio. CD, 13" TV, CB, Ham ants., 6KW gen, roof pod, 3 A&E awnings, macerator, 2" hitch, Thorley headers, Digipanel. \$21K/ offer. Reason for selling: too many birthdays. Bill, 760-758-7163 or n6cou@slextreme.com.

1107

1973 Sequoia 26', 455 engine, 3-way Norcold refrig, new 6-way power Ultraleather captains' seats, like new Michelin tires on Alcoa rims, exterior repaint in white with teal green stripes, major running gear upgrades include "Manny" tranny, Bilsteins, radiator, rear pins, brakes, front hubs and bearings. Rear bed blus front fold out, flat screen TV in living area, Color TV in bedroom, interior upgrade of original light wood interior and day-night shades. Excellent driver. \$19,000. OBO. 503-641-9299, Portland, OR, or e-mail: leonleinann@aol.com.

0208

1976 Eleganza II, 66,231 original miles, tires replaced at 64,706 miles. Dual air conditioners, bed in back. Original paint. Original upholstery in excellent condition. Converted fridge (original fridge included). Complete and working in covered storage, low or no rust. \$11,000 Call Kathy Sinkard at 775-782-6156, Reno, NV area.

0208

1978 Royale, Center kitchen, rear bath, china toilet, recent upholstery (beige), leather driver and passenger seats, twin beds (bunk type), 403 with 38,000 miles after reworked, 2,000 miles on transmission with heavy duty torque converter, all steel radials on 16" Alcoa rims, Onan 6 kw generator, 2 roof airs and dash air, awning, pod on top, new shocks front and rear, recent 2-way fridge, Fantastic fan, walnut interior, all manuals and documents. \$22,500. Ray Piltz, Portland, OR, 503-286-5444.

0608

1978 26' Royale Center kitchen model. Brand new paint and windshields, 7 Alcoa wheels, good Bridgestone tires. 403 GMC truck engine (not 455 car engine). Top brand synthetic lubricants since 1985 in engine, transmission, chassis grease. New Bendix Hydroboost (replaced vacuum boost). New front calipers/carbon metallic pads. New rear brake shoes, cylinder kits. Custom built couch and rear bed. Full kitchen (microwave, stove with oven, Newtone). Appraised in 2003 at \$27,500. Asking \$22,500. More info call Ed Burner in s. CA (714) 871-2095.

1108

1977 26' Eleganza Low miles on rebuilt engine. Newer beige paint. Storage box on roof. New alum. Wheels with new radial tires. Engine A/C ok. Roof A/C need repair. New light weight doors on cabinets. Good gas mileage. Macerator. Good air bags and compressor. Electric fuel pump. Nice radio. Very clean. Inside hangar storage. Should bring \$25K but will entertain offers in \$20,000 range. Wayne King, 965 Airport Dr. San Luis Obispo, CA 93401 (805) 215-8201 or office: (805) 544-6774. Fax: 544-3100.

1108

Parts for Sale

GMC transmission parts, reinforced A-arms, and other parts too. Call to find out! BeBe Pettit, Prescott, AZ, 928-445-9432.

1107

5 Original hubcaps for 1973 GMC motorhome. \$125 OBO. Call Jerry at 805-434-1213.

1107

425 GMC Motorhome Transmission, fresh, recently rebuilt with correct clutches, kits, bushings, seals, gaskets, bearings, and 1975 case This unit was completely torn down and all parts were inspected. Contact "The Transmission Shop," BeBe Pettit in Prescott, AZ (928)445-9432 for price and questions.

1107

Hot Wheels GMC Motorhomes All 3 series. Palm Beach orange or green. Used various conditions. Nascar series all 4 models, new, never opened packs. The last series blue (Team Racing), new, never opened packs. Write or call for details. Vernon Smith, 3811 W. 16th St. Ln, Greeley, CO 80634, 970-330-0334

0608

GMC WESTERN STATES TECH CENTER

GMC Motorhome Flat Tappet Motor Oils

By Chuck Botts, GMCPC/GMCWS/GMCM

Early motor designs used a method to control valve opening and closing by having a flat-topped cylinder riding against the cam lobe to translate the lobe's profile to open, and a spring to close the valve. This cylinder was called a flat tappet because its contact surface was flat, freeing it to rotate to reduce wear. As higher rpms and compression ratios offered more power, valve closure springs were increased in force to enable the tappet to stay in contact with the cam lobe. This high spring load caused more contact pressure on the flat tappet and cam lobe interface creating a lot of metallurgy solutions. Eventually, that higher pressure exceeded the ability of oils to keep the two metal surfaces from wearing out. Enter the ZDDP EP additives (zinc dialkyl dithio phosphate) that coated the metal parts, allowing the two metals to slide past each other without breaking through the lubricating film. All flat tappet motors built after the '30's depended on ZDDP EP additives being in the oils.

Today, the new EPA clean air regulations with the API oil ratings, are progressively taking out more of the ZDDP additives because the exhausts of the additives degrade the catalytic converters and oxygen sensors operation. Since the mid '90's, all flat tappet motors have been superseded with roller lifters or overhead cam designs to eliminate the need for ZDDP additives. The cleanest oils with the consumer-friendly starburst insignia are the worst oils for the GMC motorhome motors. Diesel oils, as of September 2007, are starting their own cleaner oil standards to remove the additives.

The last three of the 40 Coop motors remanufactured by Jasper failed within the first hours of operation. Internet searches and talks with people involved with high performance motors uncovered that this was a new failure problem throughout the flat tappet motor world. In the last couple of years, more flat tappet motor rebuilders of racing cars, boats, and motorcycles were having failures during the initial motor run-in. Since all three Coop motor failures happened on the west coast, Jim Bounds ask me to talk to the owners and installers to find out what was different about these motor's installations and run-ins that had caused them to fail. At the same time, Jasper, under their warrantee to back their motors anywhere in the U.S. had the first failed motor removed and disassembled to find out what had happened. The flat tappet and cam had worn out. All three Coop motors will be replaced under Jasper warrantee with new remanufactured motors.

When initial run in failures were proven to be due to the lack of sufficient antiwear ZDDP additive, Jasper and Jim Bounds made the decision to change the Coop motor design to roller tappets, eliminating this problem. This adds \$1,000 to the cost of the Coop remanufactured motor. It is now priced at \$5,500.

Historically, if a motor had made it through the initial tappet/cam run in, that would no longer be its failure mode. However, that history is based on using oils that contain ZDDP. The problem for GMC motorhome owners is that there is no historical data of what wear will be once the ZDDP additives are further reduced, or eliminated from API Oils. API Oils that had EP additives in sufficient quantities last year may not have them this year, or maybe the next year, and certainly not in the future. The labels do not indicate the amount of ZDDP additives, so looking at the container is no assurance that it still has sufficient quantities for your flat tappet motor to survive. If it has an API rating, it may no longer be good oil for your GMC motorhome motor, especially in the future.

Most high performance cam manufacturers had this problem and solved it by creating, or specifying, oil additives to be added during assembly and some added a reduced amount at each oil change for flat tappet motors. Some oil manufacturers have lines of racing oils and others marked "for off-highway use only" that do not comply with API and may still contain sufficient additives for flat tappet motors. Such oils will not meet manufacturer's warranty requirements for new vehicles and may degrade catalytic converter performance in long-term use. For older motors with flat tappets, they are the best oils available.

Because I could not find any results about flat tappet life with reduced ZDDP additives, I have chosen to follow our local Schneider Racing Cams Warranty Policy by adding ½ bottle of their Formula 3 EP Engine Conditioner at each oil change and changing from API approved oil to Royal Purple Synthetic Motor oil. I look at this as a low cost proven solution. <http://www.schneidercams.com/Warranty.htm>

Some GMC Motorhome owners have asked me about living with our more powerful 455 Coop motor. I am still enthused after 13,000 miles of driving. The solution to this initial rapid wear problem by Jasper and Jim Bounds only made me more appreciative of their quick action to solve this problem, not only for future motors, but also for all existing GMC motorhome owners. If you are looking into a motor replacement or a rebuild, it may be worth investigating the Coop re-manufactured motor as one of your options. It offers the following benefits: remanufactured rather than rebuilt, roller tappets, more power for the 455, and a proven warrantee across the country. The Coop remanufactured motor can be installed by

Miguel Mendez and Jim Kanomata here in California with other installers across the nation being added.

On our last 2,733 mile trip to the GMCWS rally, we averaged 9.3 mpg on 87 octane/10% ethanol gas going over 4,000' passes. Going up passes, I slowed to 65 so the secondaries wouldn't open at -6" inHG in my light, 10,000 lbs coach. I have yet to use second gear going up any freeway hill. With my final drive of 3.42, the available torque at 70 mph was increased almost 30% over a stock motor and gearing. Go to <http://www.gmcws.org> and select tech info, then Loads, Speed, Motors and Differential Gearing for actual test results.

It looks like the removal of antiwear ZDDP additives will answer the question the ecologists have been asking on how to get rid of those older, dirty exhaust vehicles. In my opinion, many will eliminate themselves because those flat tappet motors will wear out faster using the newer API oils without the ZDDP additives. This article is an effort to delay that result for the GMC motorhome owners who will take preventive measures. It's just something we just have to get used to doing.

Footnote by Steve Ferguson:

Sounds confusing, doesn't it? The bottom line here is if your motor is broken in, switching to synthetic oil will help it last. Look for the API (American Petroleum Industry) starburst label on the oil container. If it says SM, CI-4, or CJ-4, it is no longer adequate for flat tappet engines. SL, CI, CI-4+ are adequate.

If you prefer, you can increase ZDDP through the use of additives. Chuck Botts mentions one source, there are others and the internet is a good place to start looking.

Please send your comments and ideas for the Tech Notes to:

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Note: Technical seminars and other technical articles printed in this newsletter are provided for information only. What you do to your coach and how you do it is your responsibility.

New Journeys

Our thoughts are with Russ Ellis who recently lost his dear wife Barbara. Russ and Barbara and their cat Chelsea have attended many Western States rallies over the years.

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