

GMC WESTERN STATES NEWSLETTER



President's Message



Well, we did it! GMC Motorhomes International and GMC Western States joined forces for a successful rally in the West. Thanks to Ray and Carol Swartzendruber and many volunteers like J.R. and Jeanne Slaten and a host of others for working many long hours to make this a well attended and fun-filled venture. Special gratitude is extended to all Western States members that participated.

Your Board of Directors approved an incentive for Western States members to attend this rally by providing for two free nights parking and one catered dinner prior to the beginning of the rally. The majority of the total attendees were Western States members. It was exciting to see nearly 200 coaches, GMC vendors from across the Continent, and to attend a variety of sessions conducted by knowledgeable speakers.

We will continue to plan two Western States rallies a year in the West and the Provinces. Looking to the future, I have asked Phil Hernandez, the creator of our current badge and logo design, to put together a concept for a pamphlet that will emphasize the benefits of downsizing or considering the smaller size of a GMC for younger and still working families. The pamphlet will also include service and support available for our coaches. Please provide me with any ideas/items you would like to be included in the pamphlet.

Thanks to Teri and Dan Gregg and Applied GMC for their generous raffle donation of a Halon Engine Fire Extinguisher system. The proceeds benefited Western States.

We are excited that Terry and Gloria Morris; Larry and Gaynor Calhoun; and the Cascaders are working on our Fall Rally

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to be held at Lake Coeur d' Alene, Idaho. There will be many activities to keep us busy before, during, and after the rally. Our Technical and Non-Technical leaders are actively working on planned seminars/workshops. Let me know if there are any subject matters that you would like presented in the Fall. This is a beautiful area and we encourage all to plan on attending. More detailed information will be forthcoming in the next Newsletter. (See the Rally Schedule in this issue for a brief description of Blackwell Island RV Park).

Wishing all a pleasant, safe, and healthy summer.

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GMC Western States Newsletter
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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

New Journeys

We mourn the passing of Denny Allen of Cowichan Bay, BC, Canada. We send our thoughts and sympathy to his wife Fran. Denny is well remembered for his wonderful rolling rallies in the Northwest and Canada. Many Western Staters are sporting Denny's macerator kits on their coaches, and have purchased other parts and service from Denny over the years. All who knew him remember his cheerful attitude, and positive approach to life.

We are also saddened to report that Linda Faulkner suffered a paralyzing stroke on March 14th and was in the hospital in Las Vegas for two weeks. She had complications of respiratory problems and a staph infection. She passed away peacefully at home. A memorial service was held on April 14th at Lake Havasu Baptist Church. Linda was a lovely person and our sympathy is extended to Jim, Jim Jr. and other members of the family.



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Secretary's Report Membership Meeting March 29, 2008

Donna Prismont, Acting Secretary

Frank Condos, President, called the General Membership meeting to order at 4:09 p.m.

Past Presidents Claude Brousson, Milt Wade, Duane Simmons, Bob Blenkinsop (one of the Founders of the Club), were recognized.

A motion was made by Jerry Work and seconded by Zay Brand to dispense with reading previous meeting minutes. Treasurer's report was summarized by Frank Condos i.e. we received money, we spent money, and we still have money. The President stated that due to good management by rally hosts enabled us to have two nights of parking and dinner on Saturday night paid for by the Club.

New Business: Next Rally will be September 15-19, 2008 at Blackwell Island RV Park in Lake Coeur d'Alene, ID and will be hosted by Terry and Gloria Morris/Larry and Gaynor Calhoun and the Cascaders.

Rob Mueller from Australia received the furthest distance prize.

Sonoma's Finest Wine tasting event will take place directly after the membership meeting.

Billie Simmons invited all women to the Red Hat Tea scheduled for Wednesday, April 2nd at 2 p.m. She also requested that attendees please sign up for the event.

Grace Kanomata was selling tickets to a raffle of a halon fire extinguisher and all proceeds would be donated to GMC Western States. A second chance to win would be offered at GMC Motorhomes International.

Kerry Tandy moved to adjourn, seconded by Zay Brand. Meeting was adjourned at 4:20 p.m.

2008 Newsletter Publication Date Schedule

	3rd	4th
Info to Coordinator:	July 8th <i>(to Judy)</i>	Oct 3rd <i>(to Judy)</i>
Info to Publisher:	July 14th	Oct 10th
Publication Date:	July 25th	Oct 24th

Western States Rally Schedule

SEPTEMBER 15-19, 2008

BLACKWELL ISLAND RV PARK
LAKE COEUR d' ALENE, ID
HOSTS: TERRY AND GLORIA MORRIS/LARRY AND GAYNOR CALHOUN/GMC CASCADERS

Blackwell Island RV Park is located on the water with full hookups and drive thru convenience. Sit on the beach or take a dip in the water, or catch bass from the dock. Other features:

- 500 feet of swimming beach;
- 20/30/50 Amp hookups, sewer, cable TV, wireless internet;
- Laundry, showers, propane, mini-store, rally rooms;
- Pontoon rental (18' or 24'), canoes, water bike rental;
- Within minutes of downtown, golfing, dining, shopping, cruises, hiking, biking, live theatre concerts;
- Within walking distance of the Cedars Floating Restaurant
- Less than an hour from wine tours, scenic drives, gambling casinos, mining tours.

There will be an abundance of GMC activities during the rally, so you may want to plan on coming in early and/or staying late to take advantage of some of the activities above.

APRIL 26 – MAY 1, 2009

RAILSIDE RV RANCH, WILLIAMS, AZ
HOSTS: JACK AND HELEN WYKLE

Anyone interested in entering their vintage car/GMC motor home in the Route 66 Fun Run caravan in May, 2009, please call (928) 753-5001

Or visit the web site at www.azrt66.com

OCTOBER 16-21, 2009

GOLDEN VILLAGE PALMS, HEMET, CA
HOSTS: DAVE AND DONNA de GRAFFENREID

SANTA ROSA RALLY REPORT

By **Freddi C.**

The heart of Sonoma County's Wine country was the scene where GMC Western States joined GMC Motorhomes International at the Santa Rosa Fairgrounds. Several days of seminars/workshops, socializing, and consuming delicious food and beverages were the order for each day.

The campground was 70% full two days prior to the start of the rally. GMC Western States members were given a complimentary (from the Club) two nights stay prior to the beginning of the rally and also a Italian Fiesta dinner. After the membership meeting on Saturday, March 29th, Sonoma's Finest Venue (i.e. wine tasting) was enjoyed by approximately 192 of the attendees. As always many volunteers assisted the caterer by serving dinner to over two hundred in record time.

Tech Sessions included:

- Ignition Systems – Duane Simmons
- Offset Bushings, Front End Alignment – B. Drewes
- WiFi and the Internet – K. Burton
- Hubs, Knuckles, Bearing Linkage – D. Lenzi
- Engine Bed Extraordinaire/Oil and Engine Oil System – D. Paterson
- Budget GMC Meandering – Dan and Teri Gregg
- GMCing for Dummies – Bert and Fay Curtis
- Take Care of Your Coach – F. Hudspeth
- Dash & Gage Renovation – McNeal and Bounds
- Shock Construction & Difference – M. Trovao
- Improving Rear Braking – C. Aulgur & J. Kanomata
- Ask the Experts – Kanomata, Sirum, Bounds, Trovao

As you can see, there was a wealth of information flowing to aid in keeping our GMC roadworthy. But wait there's more! The women were busy with:

- Gaming – L. Trubert
- Sit and Stitch – K. Eminger
- Preparing Blankets – C. Swartzendruber
(Blankets were donated to a local charity)
- Story Telling – S. Hudspeth
- Bookworms and their Diet – C. Baxter
- Art of Grand-parenting – Y. Miller
- Who Does the Hula – G. Kanomata
- Keeping Yourself Healthy – D.Garton

Of course the Red Hat Tea was a tremendous success, thanks to Billie Simmons and her crew.

There was always something going on to pique one's interest. Bingo and the ice cream socials, including a night of Strawberry Shortcake, movies, Mexican Fiesta, Tri Tip Cuisine, and Pulled Pork/BBQ Chicken were all top notch activities.

Dan and Teri Gregg, and Applied GMC Parts and Services (J. Kanomata) donated a Halon Fire Extinguisher for a raffle. Ticket sales totaled One Thousand Dollars and was donated to GMC Western States. THANK YOU....DAN, TERI, GRACE, AND JIM for your generosity.

There were 173 coaches and approximately 125 were members of GMC Western States.

Thanks to all who attended and volunteered time and talents to make this another successful rally.

YOU ARE APPRECIATED!

Safe, Healthy, and Pleasurable GMC ing!



Do we have the best seats?



I told you we were too early.



Yes I'm wearing this and I'm handsome.

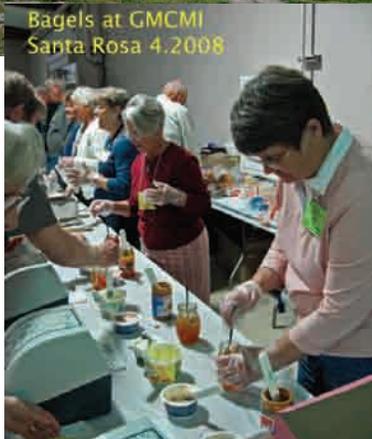


Have you seen my kitty?

GMCMI Rally Santa Rosa April 2008



Bagels at GMCMI Santa Rosa 4.2008



Jim helps again Santa Rosa 4.08



Santa Rosa April 2008



GMCMI Santa Rosa Duane Lecture 4.2008



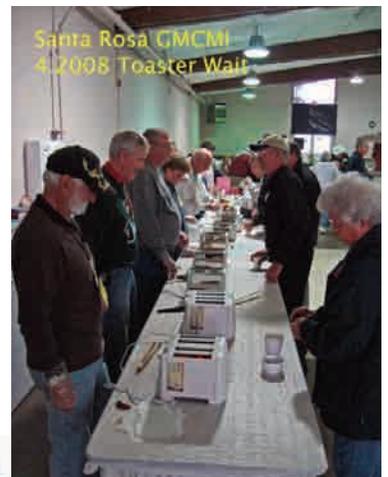
Start of new day, Santa Rosa, 4.2008



Santa Rosa April 2008



Talk of weather ? No way ! Santa-Rosa April 2008



Santa Rosa GMCMI 4.2008 Toaster Toast



Time for a new Dash ? Santa Rosa April 2008



Vendor Area at GMCMI Santa Rosa April 2008



Hard to find GMC Santa Rosa rally April 2008

Attendees (GMC Western States):

Aulgur, Chuck & Bernie	Gaw, Betty & Maxwell, Marilyn	Norton, Doug & Irene
Baity, Paul & Joan	Geise, Edwin	Nottberg, Gus & Jane
Banovich, George & Jodell	Gibson, Donald & Mary	Olson, Richard & Isola
Bare, Dwight	Ginn, Howard & Elaine	Paterson, Dick
Bates, Loren & Virginia	Good, Bob & Ginger	Pellegrino, Michael & Nancy
Baxter, George & Carol	Gray, Jack & Deanna	Pelzer, Robert & Marilyn
Berry, Gary	Griffith, George & Doris	Price, Rod & Maurrie
Beven, Fin & Mary	Groth, George & Clo	Prishmont, Donna
Blenkinsop, Bob	Gruenewald, John & Vera	Ransom, Gene & Carol
Booth, Ken & Judy	Harms, Russ	Rizzolo, Gene & Marie
Botts, Chuck & Mary	Hauge, Hoss & Charlotte	Rosenblood, Lorne & Catherine
Boyd, Terry & JoAnne	Heinbockel, Glenn & Carol	Rowe, Jim & Audree
Bramlett, Bill & Bobbie	Hensley, Joe & Jean	Schaffer, Larry & Zenna
Brand, Zay & Betty	(<i>New Members</i>)	Scott, Chuck
Brousseau, Claude	Hernandez, Phil & Joanne	Seth, Ernie & Anne
Buchanan, Jim & Peggy	Hobson, Al & Barbara	Shutzbaugh, John & Alyce
Burgess, Fran & Margery	Hooton, Bob & Dorothy	Simmons, Duane & Billie
Burtan, Bruce	Hubler, Bill & Betty	Simmons, Len & Betty
Calhoun, Larry	Husak, Ron & Allison	Sirum, Alex & Romona
Case, Dave & Vickie	Jones, Doug & Kitty	Slaten, J.R. & Jeanne
Cerrina, Patrick & Sharon	Jones, Paul & Jackie	Smith, Richard & Sharon
Claar, Don & Lois	Kanenbley, Charles & Patricia	Snyder, Jerry & Phoebe
Clark, Den & Anne	Kanomata, Jim & Grace	Spooner, Dick & Cindy
Cole, Eugene & Irma	Kastner, Sharyn	Srsen, Lyle & Beth
Condos, Frank & Freddi	Kaufman, Bob & Barbara	Staal, Ed & Eileen
Cook, Bob	Kennedy, Harold & Bettie	Stanley, Craig & Ellen Keagy
Cumming, Michael	Kershaw, Chet & Karen	Steinman, Warren & Nora
Curtis, Bert & Fay	(<i>New Members</i>)	Stora, Emery & Michelle
Davis, Fred & Cynthia	Kincaid, Jack & Mary	Taber, Frank & Diane
Decheine, Jim & Adelle	Ladda, Herbert	Tandy, Kerry & Leanne
Dominy, Larry & Marilyn	Lammi, Toivo & Sandra	Taylor, Charles & Sharon
Dotson, Gene & Joan	Leitch, Fred & Ruth	Taylor, Terry & Debra
Drewes, Bob & Marlys	Lierly, Ken & Judy	Trovao, Manny
Eberhart, D.J. & Barbie	Lloyd, Tony & Kathy	Trubert, Marc & Lillian
Elwood, Dave & Gerri	Lockwood, John & Dee	Valpey, Robert
Eminger, Paul & Kendall	Martin, Bob & Ruth	Vinzant, Al & Nan
Ferguson, Steve & Nancy	McKechnie, Bob & Joan	Wade, Milt & Carmen
Field, Chuck & Jane	Morris, Terry & Gloria	Washmuth, Harold
Fisher, Gene	Mundia, Ralph & Annie	Winchester, Dan & Carol
Frazier, Robert & Anna	Nehl, Joe & Kathy	Wood, Dave & Leone
Freemire, Ted & Jackie	Nelson, John & Ann	Work, Jerry & Sharon
Garcia, Ernie & Linda	Nerrie, Bob	Wulff, Fred
Garton, Chuck & Dorris	Nooney, Michael (<i>New</i>)	

GMC WESTERN STATES TECH CENTER

GMC MOTORHOME BRAKING 101

By Steve Ferguson, Technical Vice President

There have been numerous modifications proposed for improving our 30-plus years old classic GMC motor homes with the rear brakes being near the top of the list. Who doesn't want better brakes? There have been proposals for oversize brake cylinders on the mid axle, wider brake shoes, numerous types of disc brakes, and the list goes on and on. However, none of these modifications have addressed the real problem that limits the rear braking capability of the rear swing arm suspension on our coaches.

When you apply the brakes on our GMC's, a rolling friction is created at the tire/road interface that slows the vehicle. The braking torque generated by the front brake pads determines what the rolling friction is at the tire/road interface, and an equal and opposite force is being transmitted to the vehicle through the front suspension. This force is transmitted through the vehicle structure to the c. g. (center of gravity) of the vehicle. The moment arm going from the front wheel spindle to the vehicle c. g. is extremely long, compared to the moment arm going from the front wheel spindle to the tire/road interface. Thus, a major percentage of the friction between the tire and the road surface is helping slow the vehicle. A very small percentage of the road/tire friction load is providing a lifting action on the vehicle c. g. but is not aiding in slowing the vehicle. This force is what causes the rear to lift and the front to dive when you are applying the brakes on your car.

The rear swing arm suspension on our GMC's has different characteristics. When the rear brakes are applied, a similar rolling friction is created at the tire/road interface. This load is reacted to the suspension swing arm through the sliding friction at the braking interface, via the torque generated by the brake resistance. The swing arm has to transmit this torque to the vehicle through the suspension arm rotation pin, as that is its only connection to the vehicle until the suspension system shock bottoms out. This is what adversely limits the rear braking capability. There is a force vector generated at the tire/road interface that points directly at the suspension rotation pin at an angle of approximately 40 degrees with the road surface. This equates to a vertical force pushing up on the suspension arm pin, which is approximately equal to the force of the 40 degree vector, multiplied by the cosine of 40 degrees (0.65). Thus, each 100 pounds pushing up on the rotation pin at 40 degrees equates to 65 pounds pushing vertical on the rotation pin. This force is not helping slow the vehicle, but it is applying an additional vertical load of 65 pounds on the vehicle frame which causes a lifting action on the vehicle c.g.. It doesn't

require much brake pressure to cause the mid axle to rise to its limit (mid axle shock fully compressed). At this point, there is very little or no weight on the rear tires. The horizontal force acting on the suspension pin equates to the angled vector multiplied by the cosine of 40 degrees (0.756). Thus, on the rear suspension we are utilizing about 75% of the rolling friction developed at the tire / road interface to slow our GMC's.

The braking force on the rear wheel swing arm suspension is almost ineffective for any type of hard braking. The rear brakes have just the opposite effect on rear suspension pin at the mid axle. The force vector pulling down on the suspension pin is a mirror image of the mid axle. For each 100 pounds of friction force generated at the tire/road interface, there is approximately 65 pounds pulling vertically down on the suspension pin. One would think these two opposite vertical loads would offset each other, but that only happens at very light braking. Once the mid axle has risen to its upper limit, the small load pulling down on the vehicle by the rear suspension cannot overcome the upward force. Even worse, the force pushing vertically downward on the suspension pin causes unloading of the rear tire until the rolling friction at the tire/road interface balances the torque generated by braking friction. That's when rear tire sliding causes flat spots on the rear tires. I suspect GM found out during their development phase that the GMC motor home could not safely handle too much braking on the rear suspension and that is probably why we ended up with 2-inch wide brake shoes in 2 3/4-inch wide drums.

The GMC motor home can have excellent braking on the rear wheels, to go along with its superior ride and low profile, by making a slight design modification to the rear suspension braking function. I have proved this to my satisfaction by making the necessary modification on our GMC. This requires decoupling the rear brake backing plate, or disc brake caliper bracket, from the outer end of the suspension arm, so they are free to rotate on the axle, and cannot apply any torque to the suspension arm. This requires a separate reaction bar that opposes the torque generated by the braking action back to the vehicle frame. I bolted a "U" shaped torque box to the brake caliper support bracket that extends inwards four inches. Two opposite sides of the torque box extend over the top and under the bottom of the suspension arm, with enough clearance to allow it to rotate approximately 15 degrees in each direction. The third side of the torque box connects the other two sides on the inboard side of the suspension arm, and is supported by a bearing that is mounted from the four bolts that attach the axle flange to the suspension arm. Thus, the disc caliper bracket and the torque box become one unit, supported by bearings on the inboard side and the outboard side of the suspension arm, and is free to rotate in both directions. On the inboard side of the

torque box the arms that point downward that connect to a pinned linkage reacts to the braking torque back to the vehicle frame. On the mid axle, I utilized my existing sway bar to do double duty: react to the braking torque load back to the vehicle frame and do its normal anti-sway bar action. The modification I have described will work just as well on drum brakes except you have to use flexible brake lines to allow the backing plate to rotate on the axle. This can also be done on the rear axle if you have a rear axle sway bar, which I do not. On my rear axles, I used a reaction bar that transferred the braking torque load to a bracket bolted to the suspension arm support. My rear suspension now has what I call a "4-bar linkage" that is free to rotate at each of the four corners and cannot apply any rotational torque to the rear suspension arms. The suspension arm is one horizontal linkage, the connection between the swing arm axle and the brake reaction bar is one vertical linkage, the brake reaction bar is the lower linkage, and the vehicle frame between the suspension arm rotation pin and where the brake reaction bar is pinned to the vehicle frame makes the fourth link. My rear brakes now function similar to what they would if I had two separate rear axles, similar to what you see on trucks.

This modification is being developed for production and will be available for sale to the GMC community from "Applied GMC".

Note from Steve Ferguson: If you have a computer and wish to see photos and actual dynamic video of Chuck Aulgar's enhancement, it is available on the GMCWS website:

http://www.gmcws.org/Tech/ultimate_rear_brakes/index.html

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.

Coaches for Sale

We welcome your ad. Ads will run for one year unless we are informed otherwise. Please inform us if your coach is sold before the ad runs out. The last four digits at the end of the ad represent the expiration date (month/year).

Contact: Freddi Condos, frettyc@sti.net, phone 559-683-5185

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

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

GMCWS/GMCMC SPRING RALLY TECHNICAL RECAP

By Steve Ferguson, Technical Vice President

From a technical viewpoint, the joint venture, GMCWS and GMCMC rally/convention was a huge success. The tech sessions covered control arm failures, bushing and ball joint replacement and control arm repair by Steve Ferguson. Next up was Bob Drewes offset bushing installation and alignment techniques followed by Dave Lenzi's attention getting presentation on hubs, knuckles, and wheel bearing replacement. If you attended all three of these presentations there should be nothing about the front end of your GMC that you aren't familiar with.

Dick Paterson's engine building tech session packed the house and you had to walk away with an above average understanding of how things are done right in the engine building business. There should also no longer be any one puzzled of what lubricants are correct and safe for us to use in our GMC engines.



Dick Paterson



Captivated audience

Cooling problems and solutions were given thorough coverage by Gene Dotson and Jim Buchanan. If you weren't drooling over their new aluminum radiator by the time they finished, you had to have your hearing aids turned off.



Gene Dotson and Emery Stora getting the slide show setup



Ken Henderson showed off his new home made dash with upgraded instrumentation and heating and cooling improvements.

Fred Hudspeth's presentation on coach maintenance is a "must see" for new owners. Even some of the long time GMC owners were taking notes.



If you are considering upgrading your dashboard, Jim Bounds strutted some of his Mac McNeil installations and did a complete installation in less than two days in Cal Terry's coach.



Jim Bounds hard at it in Cal Terry's coach. Somehow, Mac McNeil managed to escape my lens.

Dan and Teri Gregg stressed the importance of keeping and maintaining a fire extinguisher in your coach. Although this was not part of the technical lineup, it certainly qualifies as being as important.



Dan (seated upper left) and Teri Gregg (presenting)



Manny Trovao gave everyone an inside look at GMC shock absorber construction with an excellent presentation using cutaway models of all of the available shock absorbers for GMCs. If you visited his trailer you also got an intriguing look at a cutaway TH425 transmission and many of the factory tools used in the assembly and repair of the GMC motorhome.

Charles Aulger and Jim Kanomata proved that there is a better way to bring your GMC to a stop with their excellent presentation of Chuck's new GMC braking enhancement add on for the rear braking system.



Charles Aulger