

GMC WESTERN STATES NEWSLETTER



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President's Message

Winter greetings to all of you – we hope you are keeping warm and enjoying yourself. We have kept busy going to our first FMCA area rally and spending our first couple of nights in Quartzsite. Other than that, we have had lots of time to think about GMCWS things like the following:

Volunteers Needed:

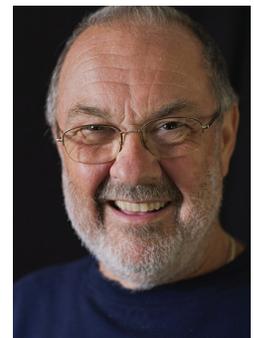
GMCWS has always benefited from your willingness to volunteer and we need you again. For 10 years Judy Cherry has been a steady volunteer serving as Newsletter Editor and then Club Secretary. Now she would like to take a break so we need a new volunteer to serve as Secretary. The Secretary keeps records of the Club membership and sends annual reports to the FMCA in addition to recording minutes of Club meetings. Judy will serve until the Fall 2011 Rally as our Secretary and would be happy to help train the new Secretary, (the membership has to vote to make it official of course). Training will make the new Secretary's transition much easier.

Another function that we need help with is an audit of the Club's books. If you have the skills and experience (you don't need to be an Accountant or Bookkeeper) to look over the Club's books with Dave our Treasurer, **we need you**. Please let me know if you can help with this.

New Members Wanted

According to our records, we have been losing members every year since 2007. We don't know for sure why members are leaving but age and changing interests are the reasons usually assumed. The bottom line is we need new members and that means we need to make more people aware of the GMC and to get them excited about it.

One suggestion that I have heard and really like is somehow associating small rallies with local car shows. Younger couples with an interest in cars and hot rods are the ideal candidates for GMC ownership. We need to see if that idea is worth developing. Who wants to help? Other ideas for showing off the GMC and attracting new members are more than welcome. Send me an email (armand@minniebiz.com) or give me a call and let's get started.



Another aspect of the effort to gain new members is “positivity”. I would like us to bring some focus to the benefits of owning a classic GMC Motorhome – the GMCnet forum, the clubs, the Blacklist, mutual support, friendships, great trips, etc. I have volunteered to give a presentation at the Spring Rally in King City about the trip that Carol and I took last Summer. We had a great time and very little trouble. Jerry and Sharon Work did a similar presentation at the Fall Rally in Las Vegas and it was very well received.

If you know anyone with a GMC who is not a member of FMCA and GMCWS, I have 5 free first-year FMCA membership coupons, each a \$50 value. We will give away these coupons with a new GMCWS membership while they last.

Bylaws Update

I have asked FMCA’s Constitution and Bylaws Committee to review our current Bylaws, dated August 25,1996, to see what their recommendations are for updating them. My feeling is that unless they strongly recommend a change we will leave them as they are. The Bylaws Committee did a good job with recommendations but I don’t want to take up Rally time with them. I hope you agree and I will let you know what the FMCA determines.

Web Site

Beginning soon I would like to make some additions to the GMCWS web site. Billy Massey has done a great job on the current web site and I hope that he continues to do that in the future. I would like to add a members-only section that would be accessed using a secure ID and password that the member selects. Inside the secure section the member could maintain their own contact information - address, phone, and email.

The members-only section would eventually enable us to do things like register for rallies, pay fees, and communicate about Club business much easier. Also, the Club Secretary’s job will become a lot easier - currently Judy has to be notified of all contact changes and enter them manually in a computer spreadsheet. I will need help from our current and next Club Secretary in designing the new section - their advice, their requests, and their opinions.

See You In King City!

Our Spring Rally in King City promises to be a good one. King City is next to the Santa Lucia Mountains which separate the Salinas Valley - John Steinbeck’s subject in several books - from Big Sur and the Pacific Ocean. It is a relatively short scenic drive to the coast and the towns of Carmel and Monterey to the West and Salinas to the North. The Steinbeck Center Museum in Salinas is well worth seeing and Joanne and Phil have arranged some local tours to see other things. We hope to see you there. — Armand



Treasurer’s Report

by Dave de Graffenreid

2010 was a successful year for our GMC Western States Club.

Thanks to our members support with dues we were able to do many things.

Thanks to our Club, all volunteer officers, rally masters, rally helpers, seminar presenters, webmaster, newsletter and roster producers, our treasury has a positive cash flow.

We were able to support past, present and future Club rallies, the production of newsletters and roster as well as all the expenses affiliated with them. Financial activities are as follows:

October 26, 2009 to December 31, 2010:



We have two great rallies coming up this year. We look forward to enjoying them with you.

In Memory of Robert Laurence “Bucky” Walters

Some of you may not be aware that our long time member Bucky passed away November 18, 2010. He was born in Los Angeles in 1922 and graduated from Loyola High School, Loyola University and University of Southern California Medical School. He also served in the U.S. Navy. As a surgeon, he practiced in Arcadia and Newport Beach, Ca., and was an Associate Clinical Professor of Surgery of USC County Hospital for 25 years where he taught the surgical residents at USC County Hospital. He sailed often with his family, especially to Catalina, Santa Cruz Islands, Mexico, the Pacific Northwest and Alaska. Of course he found tremendous joy in driving his GMC Motorhome to our rallies. Often you would find him sitting near the coach smoking his pipe that had an aroma that beckoned passer-bys to stop and chat.

Bucky is survived by his wife of 65 years Phyllis, four children and 12 grandchildren.





Heads Up On The Non-Tech Seminars Spring Rally at King City

by Lillian Trubert, 1st Vice President

After our getting through albeit enjoying our busy holiday season, enduring Winter weather, checking out all the statistics from Washington D.C. and our states, examining the onslaught of new technology and trying to analyze the world stage, are we ready for letting some good times roll? No better way to do it than head over to King City and check out what's happening with our good friends and their GMC's. This is just a wild guess, but I'll bet some pig out time is on that horizon! That is spelled m-a-r-g-a-r-i-t-a by some, but you can also stick to your Slimfast.

Although non tech usually refers to the "hers" part of "his and hers" of the seminars, I want everyone to feel welcome in attending any of the non tech ones. In fact we are having some unisex ones this time. Check out the "Working with Digital Photos" given by the Minnies for example. We have a lot of talent in our ranks, and I would urge anyone to step up and give a seminar. Let your imagination be your guide!

Here are the non tech seminars and we need you to be ready for a few of them, but I want to emphasize come as you are, because all the seminars are designed to cover instant participation by everyone"

1) **Thursday – Update on Current Hot Health Topics** with Dorris. This is your chance to get current on important new information. Bring your ears.

- 2) **Thursday – Book Exchange and Book Discussion with Lillian.** At our last rally we decided to read *Travels with Charley* by John Steinbeck, so we will now have a discussion about this atypical Steinbeck work. Please read it, but even if you don't, we will have a short directed reading that will prepare you for participation. And bring those books you would like to trade.
- 3) **Friday – Working with Digital Photos** with the Minnies. This is a great chance to "learn to tell your story."
- 4) **Friday – Ladies Gab Fest/Real Life Advice** with Lillian. Bring your concerns and issues, and we will all dig into our vast fund of knowledge. I will have some interesting handouts to lead us into the light as Dr. Laura is not available.
- 5) **Saturday – Mini Swap Meet/Comedy Video.** Bring items you are willing to sell for \$1 and then buy someone else treasure for the same price. Come on and help me out here! I said this would work! Then we will see a really funny video. What a deal!
- 6) **Sunday – Quilting with Pens** with Lillian. Yes, we are going to design and make quilt squares featuring our GMCs which will be assembled into a magnificent quilt to be raffled off at our next rally. Anyone can do it! I will even give you patterns to trace if you so desire.

Western States Rally Schedule

APRIL 27 – MAY 1, 2011
SAN LORENZO RV RESORT
KING CITY, CALIFORNIA
HOSTS: PHIL AND JO ANNE HERNANDEZ

OCTOBER 1 – OCTOBER 5, 2011
EMERALD DESERT RV RESORT
PALM DESERT, CALIFORNIA
HOSTS: DAVE AND DONNA DE GRAFFENREID

APRIL 24–29, 2012
CASA DE FRUTA RV RESORT
HOSTS: DE GRAFFENREID AND TROVAO

Fall 2012
UTAH
HOSTS: LES AND SHARON WATSON

GMC WESTERN STATES TECH CENTER



Roller Tappets and Camshafts

by Jim Hupy,
Technical Vice President

Last newsletter I covered valve train components as they related to flat tappets and camshafts. This time I will try to bring some clarity to roller tappets and camshafts, and to answer some questions about why the manufacturers have all gone to rollers. It all boils down to friction losses and efficiency. The more friction loss, the less available power at the crankshaft. Rolling friction is a measurable amount less than sliding friction. Flat tappets slide and roller tappets have small rollers included in the end of the tappet where it contacts the camshaft lobe. As the camshaft lobe rotates, it moves closer to the roller tappet and forces it to move upward in it's bore, exerting pressure on the push rod, rocker arm, and eventually the valve, keepers and spring assembly. This opens the valve and allows atmospheric pressure to force a fresh air/fuel charge into the cylinder. On the exhaust side, this event allows the spent exhaust gasses left over from the previous combustion event to be forced out of the cylinder by the upward movement of the piston, and to some degree by the scavenging effect of the exhaust manifolds or headers. The more of the spent gasses removed, the less the incoming fuel/air mix is diluted and the better it is from the stand point of possible power production.

When you think about this subject, on the surface, it would seem the secret to making more power from a given cylinder would be to open the valves earlier, farther, close them later, compress the mixture more, and get rid of all the spent gasses. On the surface, that would seem to make sense, but there are many factors at work here. The camshaft opening rates depend on the steepness or abruptness of the angle between the cam lobe and the lifter. This is the one area where the roller cam setups have a very distinct advantage over flat tappet cams. You can use steeper opening ramps with rollers without sacrificing longevity of the cams and lifters. The camshaft lobes do not close the valves, the springs do. Stiffer springs take more power from the engine to open, taking away some of the advantage gained by using rollers. It is like chasing your tail. The faster you turn, the faster it turns, perfection always just out of reach. Larger diameter valves weigh more, require more spring pressure, back to square one. Bigger ports flow more at maximum rpm, but the incoming fuel/air mixture loses energy

(inertia) at slower velocity. Back to square one. The most efficiency is obtained when all parts work in chorus or harmony with one another.

Automotive engine designers lose a lot of sleep trying to develop the perfect combination. You can make everything out of the finest materials, read that \$\$\$\$\$\$, and they get shot down by the bean counters. You can develop an engine that really sings at 4000 -7000 RPM and it won't idle or pass emissions.

Making an engine really perform at a given RPM is a little like taking a magnifying glass out in the sunlight and focusing the sunlight down to a tiny pinpoint of light on a leaf, or a piece of paper, or the back of your hand. Makes a lot of heat in a hurry, leave it too long in a tight focus and it will burn what it is shining on. Move the glass up or down, the focus point gets larger and the heat is manageable. This principle easily explains the difference between engines used for drag racing, circle track, tractors, motor homes, etc. When an engine only has to run at full throttle for 8 seconds, you can tighten up the focus. When it has to run at full throttle for long enough to climb the Grapevine or Monarch Pass, you have to loosen the focus or destroy the engine. Somewhere in the middle gives the most longevity without sacrificing too much power .

What works well at high RPM where the velocity of the air/fuel mixture is higher, does not work well at lower RPM ranges. Throttle plate opening also influences flow rates a great deal. A classic example of this is when entering or merging onto a freeway with a heavy vehicle at low speed. Check the mirrors and stand on it. Flow rates and inertia are low, the throttle plates are wide open. Do this at a low enough RPM and the engine will falter and in extreme cases backfire. Do the same thing at 2500 RPM and the engine will accelerate without any difficulty. No science required here. Seat of the pants is a fairly graphic teacher.

To make an engine perform better at a lower RPM, smaller valve sizes, smaller ports, as well as smaller throttle bodies combine with proper camshaft timing to make the engine responsive at low speed, but then it will not be responsive in the higher RPM ranges. Like I said earlier, chasing your tail and unable to catch it.

To sum up, in my first article I covered flat tappet cams. In this article I tried to explain the advantages of roller tappets. My next article will focus on cam profiling or timing, and how we can use that to enhance the performance of the engines in our GMC motor homes.

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, 559-683-5185, frettyc@sti.net

1978 PALM BEACH (26') 68,896 miles, new headliner, toilet, converter, furnace. Asking: \$13,900 OBO. Contact Dan (715) 402-0112, dbyson@msn.com _____ **0611**



1999 FORD ESCORT WAGON SE
5 speed manual with less than 82,000 miles and 26,200 miles on tires. Tow bar is a Road Master Falcon

5250. Also included is Brake buddy tow vehicle brake system with a wireless alert. Asking \$3600 - for all Contact Walter Rugh (818) 865-2988 (home) or (503) 807-9115 (cell) (Former GMC Owner) _____ **0811**

1975 GMC (26') Restored with NEW: dash, recaro driver/passenger seats, chrome bumpers, windshield, Cinnabar steering box and linkage, Alcoa wheels with Michelin tires, brakes front and rear, radiator, 801 motor (marine engine w/steel crank shaft and heavy duty drive shaft i.e. 500 hp, 3,000 miles since restoration, maserator, headers and flow master exhaust and much more. Asking \$28,000 - Contact Jeff Keil – 805-423-5037 _____ **1111**

1976 GLENBROOK (26') (20,000 miles) Overhauled engine (steel crank), Thorley heades/exhaust system; Tranny 3 years old with 3.42 final drive; new converter; new batteries; recored radiator, new front end (steering gear including new steering box,

bushings, etc.); new fantastic fan, new fixtures in bath; six wheel disc bakes w/sensitize break booster and s/s tubing; seven Alcoa wheels and fairly new tires. Air conditioner converted to R134-A ; paint and interior redone 10 years ago; corian counters & tabletops and much, much more. Asking \$8,000 - Contact: Carol & Glenn Heinbockel – (928)649-0427(Home) – (602) 373-9694 (Cell) – Cheinbockel@q.com (Cottonwood, AZ) _____ **1111**

1977 PALM BEACH (26') With 455 engine and 355 final drive, center bath, parked outdoors for ten tears. Fuel line disconnected from tank, can get gas into tank. Asking \$3,000. (extra parts available for additional charge). Contact: Jim & Katherine Tagawa (520) 297-4529, khtagawa@comcast.net (Tucson, AZ) ___ **1111**

GMC PARTS:

TZE torsion bar tool \$70
TZE front bearing service kit in case \$290
2-Rear air bags \$525
Tranny OH 1988, never used plus used final drive \$490
Carb from 455 engine with manual \$190
Used macerator \$99
VDO hourmeter, new \$22
Will provide photos and excess parts list by email upon request.
John Glatz – outdog31@hotmail.com _____ **1111**

1973 CANYONLANDS (26') 108,216 miles, rebuilt 455 engine and carburetor at 82,770 miles, fantastic fan, roof pod, macerator, hitch, golf cart house batteries and much more. Asking \$8,000. Darrel and Arlis Tetzloff (925)937-2418 – Walnut Creek, CA _____ **0312**

2011 Newsletter Publication Date Schedule

	2nd	3rd	4th
Publication Dates:	June 3 rd	Aug 5 th	Nov 4 th
Info to Coordinator:	May 9 th	July 15 th	Oct 14 th
To Publisher:	May 16 th	July 22 th	Oct 21 st

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If you would like to submit an article or item,
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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

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GMC WESTERN STATES

April 27 - May 2, 2011
San Lorenzo County RV Park
King City, California

Name(s) on Badges _____
(As you would like them to appear on nametags)

Additional Person(s) _____

Address _____ City _____ St _____ Zip _____

Coach Lic.# _____ St _____ Tow Vehicle Lic# _____ FMCA# _____

Emergency Contact _____ (_____) _____
(Please print name) (Area code + telephone #)

Handicap Site Needed _____ Vendor Site Needed _____ First GMCWS Rally _____

<u>Cost</u>	<u>Amt. Submitted (US curr.)</u>
Coach with 2 persons	\$350.00 _____
Coach with 1 person	\$265.00 _____
Extra person	(per person) \$ 85.00 _____
One person Fly/Drive In (Meals & Seminars)	\$120.00 _____

Extra Activities (Advance Sign-ups requested)

Bus Tour To Mission San Antonio de Padua (Apr.28) (per person) \$ 26.00 _____

Total including Options \$ _____

Please check where you will be able to help: Registration _____ Activity Coordination _____
Serving meals _____ Wherever needed _____

-----cut and mail-----

Make Check Payable To and Send with Above Registration Form to:

**Joanne Hernandez
40751 De Luz Murrieta Road
Fallbrook, CA 92028**

Telephone # 760-723-4575

e-mail whimseyrh@aol.com

Please send in registration by April 11, 2011. Late cancellations cannot be assured full refund.
For early or late stays call San Lorenzo County Park @ 831-385-5964
Mention you are with the GMC Western States Group

Directions to Park: From 101 Highway in King City, take the Broadway Exit. Go 500 feet East on Broadway, then Left on San Antonio 200 feet. Look for GMC signs