June 2011— Vol. 82

GMC Western States Newsletter

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INSERT Corrections to Roster

President's Message

The Spring rally in King City was a big success – the San Lorenzo County Park is one of the nicest campgrounds that Carol and I have ever stayed in. We liked it so much that we went back to it for two more nights on our way home after visiting our sons and their families farther north in California.

In spite of gasoline prices we had a great turnout at the rally – about 55 coaches including about 10 vendors. We had two new members who were attending their first GMCWS rally and even one actively looking to buy a GMC.

The food was exceptionally good – Joanne and Phil found a wonderful caterer, Rosa, who prepared some very interesting, delicious dishes for breakfast and dinner. We also had one imported/home-cooked meal and one bring-your-own barbeque dinner.

Many thanks to Phil and Joanne Hernandez for all of their work and to the many volunteers who helped prepare, serve and clean up – these rallies would not happen without you. Special thanks to Doug Norton, our A/V equipment manager who we kept very busy and, as always, to Freddi Condos the behind-the-scenes go-to person for anything we need. Thanks too to the presenters who made the rally so interesting.

The seminars and tours of the on-the-grounds agricultural museums and a nearby mission kept everyone busy during the day. Movies, jokers and marbles, Steinbeck character costumes, and a karaoke-sing-along filled the evenings aided by two large buckets of Margaritas prepared by our favorite Margarita maestro – Dave deGraffenreid.

Dave deGraffenreid, our Treasurer, and some volunteers completed an audit of the club's financial records as required by the bylaws and Secretary Judy Cherry reported on our current membership which, unfortunately, has declined again.

We came up with a plan to encourage people to enter their coaches in local car shows and cruise nights when they can. The club's role in this will be to reimburse members for their fees associated with the shows (probably $25 – 50 each) and to provide those members with 'sales' materials explaining the features and benefits of the GMC.

Cont'.

I will work on updating the bylaws as required by FMCA. As I reported in the last newsletter, I submitted our current bylaws – last updated in 1996 – to the FMCA and their response outlined some changes they require us to make. Since the changes are required by them there will be no membership vote needed – I will keep you informed

We will also begin working on the web site. The first order of business will be to include a members-only section where membership information can be maintained by the individual members or the Secretary. Later we will add some other functions like GMC 'good news' stories where we can tell everyone about the benefits of owning a GMC.

The next rally is Emerald Desert RV Resort at Palm Desert, California on October 1 - 5 hosted by Dave and Donna deGraffenreid and Pat and Sharon Cerrina - we hope to see you there. — Armand

Secretary's Report
GMC Western States Membership Meeting
May 1, 2011 4:20 pm

by Judy Cherry

President Armand Minnie called the meeting to order. He thanked Phil and Joanne Hernandez and their many volunteers for all their efforts toward this Rally. He thanked Doug Norton for managing all the equipment for our seminars. He thanked our caterer Rosa for feeding us so well.

The minutes of the previous meeting were approved as published in the Newsletter. Secretary Judy Cherry announced that we currently have 274 members.

Treasurer Dave deGraffenreid gave a Treasurer's Report. He announced that since quite a number of people now receive their Newsletter by email, the publishing and mailing costs have come down substantially. He hopes more people will sign up for email Newsletters.

Armand Minnie announced the Board's decision to pay the entrance fee for members who want to enter their GMC coaches in car shows. (Entrance fees of $25 - $50 up to a total of $1000 during the year) This would take advantage of people's interest in GMC's and get more information out there to future owners. Apparently GMC Eastern States has done some templates for this purpose. DJ Eberhart will put together a flyer for this purpose.

Jerry Work encouraged all Rally attendees to adopt an "honor the presenter" policy by attending all the sessions at each Rally. This shows respect for the effort that goes into preparing for each seminar.

Future Rallies:

Fall 2011 - October 1-5, at Emerald Desert RV Resort in Palm Desert, CA. Rally Hosts: Dave and Donna deGraffenreid and Pat and Sharon Cerrina. This will be a Survivor II Rally with games, a Hawaiian night, breakfast prepared by Rally attendees, and 3 catered dinners.

Spring 2012 - April 24-29, at Casa de Fruta, near Hollister, CA. Rally Hosts: Manny and Deo Trovao and Dave and Donna deGraffenreid.

The meeting was adjourned at 4:38 pm.

Respectfully submitted,

Judy Cherry, Secretary

GMC Western States Spring Rally Report
April 27 – May 2, 2011 - King City, Ca.

by Lillian Trubert, 1st Vice President and Rally Reporter

We were indeed in "The Heart of Steinbeck Country" in King City's beautiful and exceptional San Lorenzo County RV Park. For starters the trip there was a breath of Spring and picturesque no matter what direction you came from. It had everything we needed for a perfect Rally: a lush green landscape with big trees for shade, a great meeting room named DeAnza and another room for seminars and games named Portola, paths for strolling or power walking, pet friendly places for our furry friends to explore, fantastic food and libations, a movie with a GMC in it, lots of pertinent seminars, a resident magician, karaoke singing and good old GMC fellowship which included a putting and horseshoe contest event. The clan assembled raring to proceed on to some high old good times. Our faithful vendors made it easy to buy the things we need, and they partied along with us. It should have been filmed for posterity or maybe "Americas Funniest Videos" or a reality show with a name I have yet to come up with. The weather helped us along with variable days, a little wind and chilly nights.

We owe all this frivolity to those wonderful people Phil and Joanne Hernandez, who no doubt learned how to give a heck of a rally by practicing on the GMC Pacific Cruisers. But now is the time to remind all of us, a lot of help awaits those who boldly step up and give it a go. It was a positive experience for everyone there because we have such great members in GMC Western States. Didn't we all choose the GMC? Or – did it choose us? Interesting thought…..

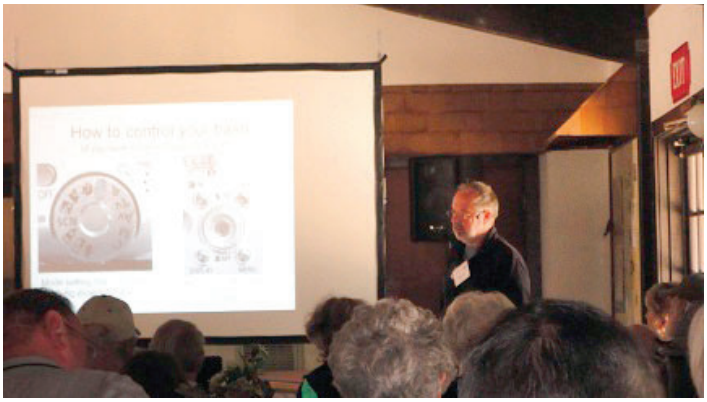
Yes, the Queen of Fitness Freddi Condos got those so inclined off for stretching and a brisk walk in the mornings, so we could appreciate the hearty breakfasts, and then tour the off-site San Antonio de Padua Mission and visit the on-site Agricultural & Rural Life Museum, Irrigation Museum, Farmhouse, Schoolhouse and Blacksmith Shop. These were guided tours, so we didn't miss a thing. We even had a picnic lunch near an olive tree which is 150 years old at the Mission. Both tours were very interesting. The naps had to be quick because we had a lot of seminars to attend – unless you needed a sun bath or slow down time or maybe a game or two. The marbles, cards, jokers and trains (Mexican) were really flying.

The ladies' seminars (with a few good men) kept our minds and hands busy. We had a book exchange and book discussion (Travels with Charley by John Steinbeck) and the erudite comments were amazing. Or we remembered something that happened to us in our GMC while travelling, and those stories were funny. The next day found us at a gab fest – we solved many of the world's problems, but the question of the desirability of ladies underwear as advertised on TV remains open. That was also the day the Minnie's gave their very informative informational seminar on everything you wanted to know about digital photography from taking the pictures to using the Internet to assemble the finished product albums. Saturday found us having a mini swap meet (items were $1 and a lot of us really cleaned up or came home with more stuff) and a comedy video by Jeanne Robertson. That woman is flat out funny. The Minnies also told us "What We Did on Our Summer Vacation" on Sunday which was very interesting and well digitally photographed! The grand finale was a wild and crazy craft session plus more mini

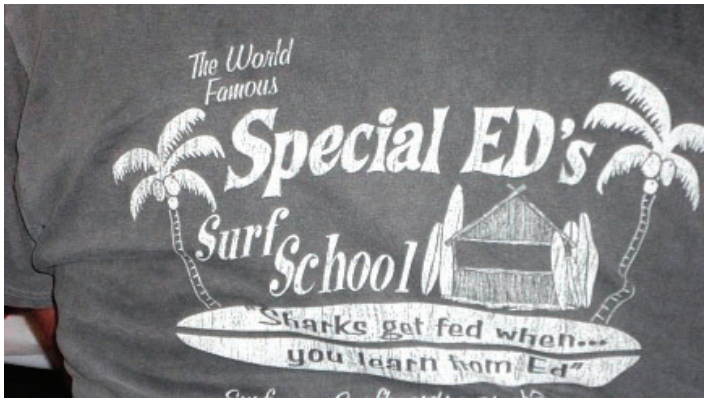
swaps not to mention a food demo. Carol Binns demonstrated her line of flash frozen food which is good for long term storage and RV travel as it is light and easy to fix. We decorated quilt squares with permanent pens for fabrics with drawings of our GMC's. These are very talented or gutsy people! We even got some men to join us. Their squares were very artistic and accurate. And we also painted little GMC's and made them into magnets. A big thanks to Joan McKechnie for preparing all those hand made GMC's and providing the paint and expertise. Since Dorthy Hooton had to leave early due to a family bash, we will do her craft in the Fall which will be making necklaces for us to wear our badges on. Something else to look forward to.

Special thanks should be given to Dorris Garton who gave a super seminar on health issues with a concentration on the benefits of Vitamin D and how to interpret the correct Vitamin D levels. Several people had received this info from Dorris previously, and they had good reports on how they had been helped by increasing their blood levels of Vitamin D.

Sharon Cerrina gave the Sunday Morning Devotion in a highly personal and spirit filled way. We all joined together to sing "Jesus Loves Me", and it was a special time for those of us attending. Many thanks, Sharon, for a job well done.



Meanwhile the men and anyone else who was interested learned more about solar for RVs (Doug Norton), vapor locking problems and solutions (Jim Kanomata), Phil Hernandez' panel of experts took questions and Gary Bovee used The Idiots Guide to Finding



1973-1978 GMC Motorhome Information and Manny Trovao covered the Chevy front end kit with all new parts. Gary Bovee told us "the best thing he ever did to his GMC" which turned out to be a wireless air system several members are already planning to add to their own GMC. If you needed another personal engine failure story with lessons to be learned, Chuck Garton expertly covered that in his seminar. Additionally, Gene Fisher and DJ Eberhart were terrific Facilitators of the Technical Seminars. Gene also gave us the latest information on the electrical nuts and bolts of the GMC. These are our guys!

After an olive oil tasting and demonstration of their techniques in making the oil by a local grower, a maxi swap meet on vendors row and open coach time, we wound up the business end of our Club at a general membership meeting followed by some of us dressed as a Steinbeck characters. As promised, libation from a bucket was provided which segued into another delicious catered dinner and karaoke singing into the night. The ladies kicked up their heels doing western line dancing into the night while many a manly man warbled sad love songs. The morn found us headed out with smiles on our faces. It should be mentioned, old friendships were celebrated, and new friends were made here in the glorious west. Happy trails!

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SS SHOP
GENERAL MERCHANDISE
HAT CO.
THE HUSTLER
EST. 1901

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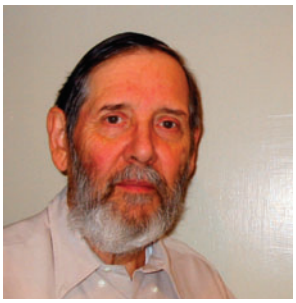
GMC Western States Tech Center



Roller Tappet Camshaft Indexing or Timing

by **Jim Hupy, Technical Vice President**

In the previous two tech articles I covered flat tappet and roller tappet cams. In this the third and final article in the series I will briefly summarize the procedure to install and index or time the camshaft with the crankshaft. The purpose of this procedure is to optimize camshaft timing to allow our GMC engines to obtain maximum torque at the RPM that we prefer. With stock 3:07 differential gears and OEM tire circumference, our engines rarely exceed 3000 RPM in top gear during normal highway cruise. It does not make sense to install a camshaft profile that produces maximum torque at 6000 RPM.

In this hypothetical situation, we will start with a Oldsmobile 455 Cu in engine "L" code Marine, Motor Home & Agricultural block as used in the GMC Motorhome from 1973 until mid year 1977. Start by removing valve covers and rocker arm saddle hold downs, and cylinder head on the # 1 side of the engine. Then, pushrods, intake manifold, distributor, hydraulic lifters, water pump, mechanical fuel pump & accessories that block the way to removing the front timing cover. Once timing gears and chain are exposed, verify exact position of TDC on number 1 cylinder, and position crankshaft there. Now loosen fasteners on camshaft sprocket and separate sprocket and chain from the cam and crankshaft. Use suitable puller and remove crankshaft gear. Carefully remove camshaft without damaging the cam bearings. Place lint free clean shop towels in any hole big enough to lose something into. Clean everything thoroughly, including the lifter bores. Lubricate the replacement cam with assembly lube, GM Engine Oil Supplement, etc. and carefully install new camshaft. It should turn using thumb and finger pressure. If it does not, you might have nicked a cam bearing when you replaced the cam. Polish the crankshaft snout until it is bright and shiny, Green scotch brite works well here. Assemble the new roller timing chain assembly on a clean flat surface and place the crank gear over the snout and install the assembly as a unit, using the "0" keyway in the crank gear on the crank key. This position is known as "straight up". If you are feeling really brave at this time, and everything has gone together without problems, ignore all the camshaft warnings about degreeing in the new cam and button up the timing cover. If you think that the new cam lobes are positioned correctly, along with the hobbing pin hole in the sprocket as well as the sprocket teeth, chain , crank gear keyway and sprocket teeth on the crank gear are dead on accurate, I have some Ocean View property in Colorado for sale at $500 an acre. Both things are likely to true, not just today. The camshaft and crankshaft must be indexed to verify that all those aftermarket parts are going to work as desired. I personally have assembled Chevrolet small block engines using aftermarket parts where the final position was out by 28 degrees. It is more likely your assembly will not be correct also. Accepted plus or minus tolerances on cam timing is usually 2 degrees. Even the + and - keyways on the new crank sprocket are 4 degrees. At the very least, the intake opening and closing time should be verified, as well as the lobe centerline.

This procedure is too involved to be very specific in this article, but involves absolute verification of TDC on #1 Piston, then temporarily installing a degree wheel and pointer, rotating the assembly in the direction it runs with a dial indicator indexed on the intake cam lobe of #1 Cylinder until .050" lift is noted on the dial indicator. The degree wheel position is written down, and the engine is rotated until the intake cam lobe reads .050" on the closing ramp. Write down the pointer position again. Mid way between those two readings is the cam lobe centerline. Compare this actual reading with the cam manufacturers stated lobe centerline. If you are within + or- 2 degrees, you are OK to button up the engine. If you want your engine to develop maximum torque at a lower RPM, advance the cam timing by 4 degrees. If you want it at a slightly higher RPM, retard it from 0 by 4 degrees. This discussion is all hypothetical, and the camshaft you have chosen for your engine may have specific instructions that are different than I have described here. Remember, all the cam lobes are ground on the same shaft. If you change the timing on the intake lobe, you change the timing on all of them.

Cont'.

Don't be seduced by cam manufacturers advertised claims about long duration, high lift radical camshafts. The GMC runs between 1800 to 3400 RPM at highway speed and that is where you want maximum torque, not at 5 or 6000 RPM .

With any aftermarket camshaft and lifter installation, the remainder of the valve train must be up to the task as well. Most roller tappets are taller than flat tappets, and shorter pushrods are required, along with stiffer valve springs and improved keepers and washers. A number of them require screw in studs for the rockers and strongly recommend roller rocker arms as well. If you are going to do all that, pull both heads and check the valve stems, guides, valve seals, and do a good 3 angle valve job. If you are at all concerned about unleaded fuels, it probably is not a bad idea to replace the exhaust valve seats with stellite or titanium seats. What the heck, as long as you are going to do all that, you might just as well port match the intake manifold to the head as well as the exhaust ports to the headers. As you have probably figured out by now, there is no stopping place. Now you know a little about cam timing, it will give you some appreciation for the price of custom engine builders like Dick Paterson and others that get $5000.00 and up for their engines. What is more surprising is that it does not cost even more than that. Speed and performance has always cost money. How fast you go is usually dependent on how fat your wallet is. What we value most of all in our motor homes is a very reliable, quiet, smooth running, engine that gets us home safely every time. They are too heavy to accelerate like a car, especially if you tow. If you have a high compression, radical fire breathing engine in there, be advised that it won't be as reliable, nor will it get better fuel economy than a optimized stock engine.

Summary: Technical Seminars, Spring Rally @ King City, Ca.

by **Frank Condos, Retired President**

As usual we have a good mix of technical seminars from our GMC experts.

Solar: A Good Idea Or Bad – Doug Norton:

Doug provided a humorous look from the wife's point of view, at the value of adding solar power to our coaches. Doug listed the wife conveniences that cannot be effectively run on solar while dry camping. Most helpful is the list of AMP hours required for most needed appliances that range from 13.5 low use to 78.6 amp hours, at high use. Another helpful table listed the state of battery charge by voltage readings. The presentation ended with a demonstration and discussion of the benefits of converting lighting to LED's.

Vapor Locking Problems & Solutions – Jim Kanomata

Jim demonstrated the cause and effects of vapor lock with today's fuel. Jim used a test setup with heated fuel, clear tubing and a booster pump to show how fuel bubbles will stop when the line is pressurized. Fuel heating is caused by long fuel lines, exhaust heat and tank heating from reflected road heat. The ensuing discussion covered various insulation methods, installing a booster pump to pressurize the fuel line from the tank selector valve to the engine with or without retaining the engine mechanical pump and safety electrical shutoff methods.

Idiot's Guide To Finding 1973 – 1978 GMC Motorhome Information – Gary Bovee

Gary provided the attendees with a description and parts list for a wireless air suspension control system that uses a hand held remote control unit that operates remote air manifold. The setup can be located anywhere and provides pushbutton control to preset pressures. It does eliminate the ride height control and substitutes the preset pressure correct for your ride height. The concept is worth considering if any part of your leveling system needs replacement.

Gary also displayed and handed out the CD that he created called "Idiots Guide to Finding 1973-1978 GMC Motorhome Information". The Guide contains all known links to websites featuring GMC Motorhome information. This is an interesting and valuable tool. If you weren't there, copies can be obtained through our web site at www.gmcws.org.

Chevy Front End Kit – Manny Trovao

Manny discussed his development and cost cutting approach to reduce the cost of Bill Hubler's developed front suspension conversion. The conversion uses the Chevrolet or GMC one ton 4x4 front knuckles, bearings and brakes. The conversion virtually eliminates the need to inspect and re-lube the front bearings, provides larger disc brakes and provides front wheel extended widths that match the rear. The kit can be ordered from Manny or several of the GMC Motorhome parts suppliers.

Cont.

Electrical Nuts & Bolts of the GMC – Gene Fisher

Gene covered the Nuts and Bolts of the GMC showing a simple battery change connecting the positive battery cable directly to the starter and then another cable from the starter to the boost switch. This hook up provides a direct high currant cable to the starter minimizing voltage drop.

Another change illustrated by Gene was an override switch that bypasses the neutral safety switch should the switch fail or become miss-adjusted. The discussions generated other electrical problem correction or workarounds. One discussion emphasized the preference for using a local rebuilding shop if available, rather than parts store rebuilt units.

What We Did On Our Summer Vacation – Armand & Carol Minnie

This was an excellently illustrated presentation of the remodel of the coach interior by Armand and Carol.

Engine Repairs – Chuck Garton

One of the best conclusions to our technical presentations came at the end with Chuck's painful story of their recovery from two failed engines in the wilds of Monticello, UT. The first engine failed on I-70 about 75 miles away from Monticello. The shop in Monticello could, of course, replace the engine. A replacement engine was ordered from Applied GMC. The shipment arrival was delayed because the trucking Co. only came through on Monday and Thursday. More time in a Motel. Installation completed, of course no direct oversight by the owner because of insurance regulations. After conducting a proper engine run in by Chuck they were on their way.

By 50 miles they had high oil temperature and fluctuating oil pressure. This time a Landoll semi trailer was ordered and they were on their way to Ridgecrest at speeds up to 80 mph.

Dorris' comment: "Don't waste your time and money with some local shop… Ship it home or to a known shop, you'll save money when one considers motel, car rental and added shop costs".

Ask The Experts – Phil Hernandez - Facilitator

The "Ask the experts" sessions always provide much needed and insightful information that really can only be captured by being there. Next time "you all" might want to be there.

GMC Western States Survivor II…

Please join us for a fun filled 5 days at Emerald Desert RV Resort in Palm Desert, CA on October 1st. The weather will be warm and the Margaritas ice cold. We have seminars planned for the guys and ladies, we'll have survivor team games and challenges, there will be great food, lots of laughs and time off to relax and enjoy the Resort. We will be serving 5 dinners and 5 breakfasts, so just plan your own lunches…watch for the sign-up sheet! See you there…

Rally Hosts:
Dave & Donna deGraffenreid and Pat & Sharon Cerinna

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**

1974 GLACIER (26') (58,300)- Fixer upper with side bath and 455 Olds Engine, original transmission, power steering and adjustable steering wheel. All new wheel bearings, new brakes front & rear. Exterior body in good condition, steel wheels, good bumpers, mechanically sound, needs work on interior and new gas lines. Asking $5,000

Contact Lloyd – Lloyd.millie.Johnson@gmail.com

970-222-1967 _____ **0612**

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**

GMC PARTS:

TZE torsion bar tool $70 Carb from 455 engine with manual $190

Hayden fan clutch, new, $50

Macerator, Jabsco #18590-0010, used, $90

MSD engine knock alert, #8964, new $199

WEMAC display, tank level, etc., easily adapter to GMC $45

Distributor, standard, for 455 dist. Cap, drive gear, wires

#1112198, $45

For TBI, Airtex E8228 fuel pump, new, Carquest lifetime

Warranty, $99

Will provide photos and excess parts list by email upon request.

John Glatz – outdog31@hotmail.com

928-468-6212 _____ **1111**

1974 PAINTED DESERT, with mileage near 171,000. Has strong rebuilt engine in good condition. Has 16" steel chrome wheels, good tires and is ready for the road, all bearings, fuel lines, brakes, alignment front and rear road ready. Side bath with full bed in back. Interior in good condition with new gas/electric domestic refrigerator, new counter top, Maxx air ventilators. Exterior was completely refurbished in 1998, steel grill installed. Installed Rosta World Cruise 2 in 1999 this is all electronic. Has VIP*TOW electric brake equipment from coach to car. $12,000

Contact Lloyd Johnson Lloyd.millie.Johnson@gmail.com or by phone (970) 222-1967. Will also sell car (1995 Saturn SL2) with tow bar and brakes for additional money. _____ **0612**

Western States Rally Schedule

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

SPRING 2012
APRIL 24 – APRIL 28, 2012
CASA DE FRUTA RV RESORT
HOSTS: MANNY AND DEO TROVAO
DAVE AND DONNA DEGRAFFENREID

Fall 2012
SEPTEMBER 25 – 30, 2012
EAST BAY RV PARK
SPRINGVILLE, UTAH
HOSTS: LES AND SHARON WATSON

2011 Newsletter Publication Date Schedule

	3rd	4th
Publication Dates:	Aug 5th	Nov 4th
Info to Coordinator:	July 15th	Oct 14th
To Publisher:	July 22th	Oct 21st

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Designed and Printed by Ideal Services, San Diego, CA

If you would like to submit an article or item,
email Freddi: frettyc@sti.net

The GMC Western States Inc, chapter of the Family Motor Coach Association, is comprised of GMC Motorhome owners from all fifty states and the three southwestern provinces of Canada. The Chapter purpose is to promote the preservation of the GMC Motorhome with a technical program of professional seminars and published information and to further the mutual association, membership, enjoyment and common interest of GMC Motorhome owners, their families and friends. Web site: www.gmcws.org, Billy and Debbie Massey

DISCLAIMER: NEWSLETTER ARTICLES ARE CONTRIBUTED BY MEMBERS AND ARE PUBLISHED AS A SERVICE TO MEMBERS. ACCURACY IS NOT GUARANTEED. INDEPENDENT VERIFICATION IS URGED.

GMC Western States Roster
Additions/Corrections
May 2011

Additions:							
Last Name	**First Name**	**Address**	**City**	**State**	**Zip**	**Home Phone #**	**E-mail**
Crisis	Desmond, Laura, Zoe	1133 Mason Ct. Ste H	Treasure Island	CA	94130-1325	415-989-9100	980@opg.org
Curtis	Bert & Fay	5990 Greenwood Heights	Kneeland	CA	95549	707-443-8523	curtisunlimited@aol.com
Dunlap	Cliff & Dorlene	3501 S. Church St.	Visalia	CA	93277	559-734-7151	dcdunlap@sbcglobal.net
Ferguson	Steven & Nancy	PO Box 1777	Sierra Vista	AZ	85636-1777	520-803-0220	botiemad11@juno.com
Hendrickson	Bob & Linda	1898 New Long Valley Rd.	Clearlake Oaks	CA	95423	707-998-3151	bob.hendrickson@sbcglobal.net
Miller	Andrew & LaVerne	412 Church Lane	Allison Park	PA	15101-1126	412-767-9266	basheik@aol.com
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Wevers	Bill & Karen	5301 Beaumont Canyon Dr.	San Jose	CA	95138		gmc1975@att.net
Email Corrections:							
Burgess	G. Francis & Margery	2490 Chestnut Street	Hanford	CA	93230-1279	559-584-6474	FBurg57145@aol.com
Daubenspeck	Bill & Joan	32046 Corte Soledad	Temecula	CA	92592	951-695-3365	bdaubens@yahoo.com
Good	Bob & Ginger	14391 Quito Road	Saratoga	CA	95070-5626	408-866-1331	villavis@ix.netcom.com
Gosen	Roy & Karin	14854 Edgeridge Dr.	Hacienda Heights	CA	91745	562-696-3788	rkgosen@hotmail.com
Kanomata	Jim & Grace	21 Kittie Lane	Belmont	CA	94002	800-752-7502	mail@appliedairfilters.com
Singleton	Phil & Wendy	P.O. Box 1920	Roseburg	OR	97470	541-673-6124	flip123456@gmail.com
Washmuth	Harold	271 Church Tree Road	Crescent City	CA	95531	707-465-1753	washmuth@charter.net
Wold	Leslie & Bunny	5395 SW 188th	Aloha	OR	97007-3062		leswold@frontier.com
In both Parts/Accessories and Service/Repair sections, Cooperative Motor Works email should read: coopmotorworks@yahoo.com							

INSERT