



The **GMC Pacific Cruisers Chapter** of the Family Motor Coach Association, Inc. (FMCA), is a group of GMC motorhome owners from Southern California since 1976. Visit our website: www.gmcpc.org



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FROM BEHIND THE WHEEL

Jan | Feb | Mar 2008

Are we running on all eight or what? Last year Jim Peugh was given an award for our Web site. This very newsletter that you are reading is NOW an award winner. Once again FMCA has chosen to honor us and this time we have been singled out for our newsletter. We (GMCPC) all knew that Freddi Condos had been doing a great job and now FMCA knows it too. Congratulations, and our deepest thanks for the time and effort she puts forth for our members. If any of you have ever been involved in trying to put out a newsletter, you know how hard it is. Freddi...Thanks.



We have had a few rallies since our last newsletter, and as always the volunteers just pop out of the woodwork. Putting on a rally is a lot of work, with lots of rewards too. Seeing your fellow GMC'ers lend a hand, enjoying themselves, renewing and obtaining friendships and getting positive responses from so many members, well, it makes putting forth the effort worth it. If you have not been part of a rally see Sharon Cerrina and she will help you become a rally master and she will assist you in creating a memorable experience for yourself and our members.

Speaking of awards and rallies then you know Sharon's working ever so hard for all of us. Just look at the list of rallies in this newsletter or online and you see just some of the results of her efforts. If you go to a rally that blur you see serving or greeting or cleaning up is likely to be her too. It makes you wonder if she ever has time to enjoy one of the rallies. Take time next rally to slow her down and let her know, that you know, how much she is giving to our club.

If you have not renewed your membership, don't wait another day. You will be contributing to your own fun and will be able to enjoy the great events coming up this spring and beyond.

We put out a survey to all members asking how you want the club to be in the future. There were some good ideas put forth, but for the most part you liked what you have been getting. Not one suggestion was far off the mark of what we are already doing. Perhaps a little tweaking here and there, but it seems like you like what you are getting from the club. Our newsletter is great, our rallies are fun and our members are a great source of information and camaraderie. If you did not reply and have some thoughts, bring them on.

continued on page 2

OUR MEMBERSHIP COUNT IS **173**

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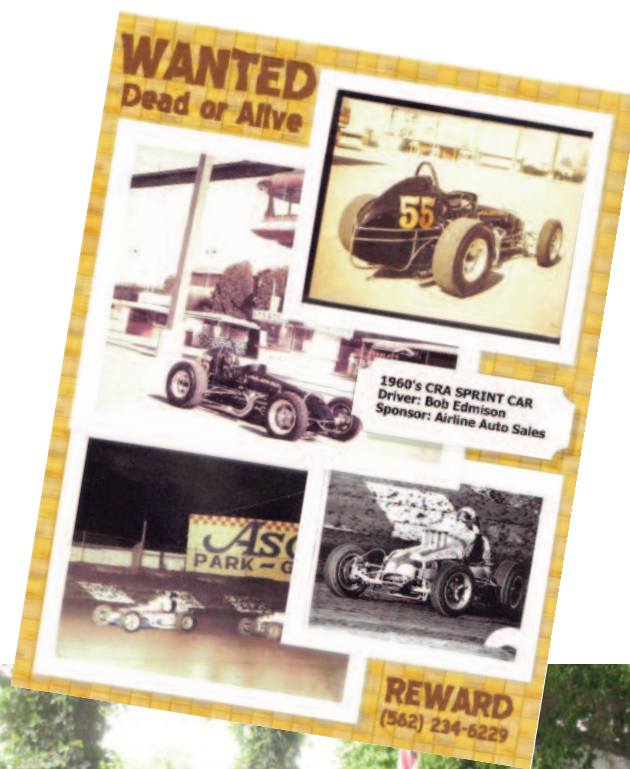
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PACIFIC CRUISER MEMBER REUNITED WITH HIS OLD LOVE

by Audree Rowe

In the early '60s, Bob Edmison built a sprint car from the ground up and raced it until 1970 when he sold it. In recent years Bob started wondering what had happened to the car and wishing he still had it. His son, Robert, made up a "wanted" flyer showing the car and over the last four years, they would distribute the flyer at any racing event they went to. Then earlier this year, one of Bob's old racing buddies told Robert that he thought Bob's car might be stored in a garage in Anaheim, California. Robert went to see it and discovered that, indeed, it was Bob's car, minus engine and a few other parts. Robert told the owner about Bob's history with the car and made an offer for it. He bought it and delivered it to Bob as a surprise gift on his birthday, March 5th. Needless to say Bob was ecstatic. He has been busy restoring it to original condition—and who knows, Number 55 may be out on the track again one of these days. Pictures show the car in its early life, as it was when Bob got it back, and as it looked recently when Jim Rowe visited him.



FROM BEHIND THE WHEEL CONTINUED

Each of our clubs plays a part in the GMC experience and you have the ability to partake in the whole range that is out there. Keep safe and keep the GMC on the road.

Keeping road worthy,
Lee Nelsen

JAN 15- 23, 2007

QUARTZITE RALLY

Reported by : **Freddi Condos**

Cannot find the words to justly express the exceptional affection that is exuded at the Quartzite Trek. Approximately 25 coaches were registered and most attended. Even the weather was good. Seems to have been an increase in the shopping and site seeing activities. Guess we had to walk the food off some how. Even the wind was at bay. Although it was fairly chilly, thanks to the HOT campfires (two as a matter of fact), we had toasty buns.

Here we go again, reporting on yet another superb Rally. Don't know how each year our in house chefs continue to exceed their entree' and dessert offerings. There was even an encore request for the Bananas Flambé, homemade spiced cake, oh so good!

Thanks and Praise to our Rally Hosts: Pat and Sharon Cerrina; Chuck and Dorris Garton; and Ken and Judy Booth,

for staking out our site, collecting the funds, bringing sufficient wood/snacks/beverage and sponsoring some meals, etc. They provided an overall commendable job coordinating this event.

Of course, there is always a H I G H L I G H T E D activity, some have called it "the perfect moon shine in the bushes", huh Shirley Shier. You'll have to ask her to explain the course of events starting with J & M that lead to this fun filled performance.

Oops forgot to mention the scrumptious daily menu. You'll just have to witness this most memorable occasion in January 2009.



NEWSLETTER SCHEDULE FOR 2008

Publication Dates

June 30

Aug. 29

Dec. 5

Info to Coordinator

June 9

Aug. 8

Nov. 13

To Publisher

June 16

Aug. 15

Nov. 19

by : **Audree Rowe**

The weather cooperated perfectly for the Ocean Mesa Rally with blue skies, warm ocean breezes, blue water, and just enough clouds to provide beautiful lingering sunsets. The park should be described as an RV Resort with all the amenities, including a massage therapist on call who could possibly work out all your kinks in the privacy of your own coach. Thirty five coaches were in attendance along with some other brand driven by, of all people, Miguel Mendez. The coaches were parked on a bluff overlooking the Pacific Ocean and surrounded by grassy areas and old growth avocado groves.

Our gathering spot was a large tent furnished with tables, chairs, and decorations that were a cut above what are found at most rallies. As promised in the flyer—romance was definitely in the air. After our usual social adjustment hour, President Lee Nelsen asked everyone to find a seat. As soon as all were seated, we saw a procession of the board members and their spouses coming down the hill; each dressed in black pants, white shirts, and each couple in matching color waiter's aprons. They would be our servers. But that wasn't all. They lit the candles and then circulated around the tables and presented each lady with a beautiful long-stemmed red rose. Next they served plates of bread and salad and big bowls of delicious beef stew that was homemade by Suzanne Nelsen. Dessert was carrot cake and coffee. For those of you who missed out, I'll tell you truthfully, "it doesn't get any better than that." After dinner, people lingered to talk or visited the hot tub under a starry sky.

In the morning we enjoyed an ample continental buffet. After breakfast there was a docent led walk on the Bill Wallace wilderness trail above the park. Some people joined the docent or walked or biked on their own to the beach or to the store and café located a good walking distance away. Fred and Patricia Heidner provided information on a local wine tasting tour. Others just took advantage of the beautiful weather to socialize with friends or enjoy a book, or a nice nap.

In the afternoon, Duane Simmons conducted a mini tech session covering basic coach maintenance, tips on (Onan) generators, and any other questions the group came up with.

This was followed by a short business meeting. As part of the "business", each board member contributed a "special award" to be given to a deserving member. The categories included the coach with the highest mileage won by Bob Blenkinsop whose coach has over 320,000 miles on it, the coach with the lowest mileage, 36,000, presented to Les and Marjorie Randolph, the coach with the highest number of engines "won" by Dave and Arlene Cantrell whose coach

has had the original and three replacements, and the newest paint job award which went to Ed and Eileen Staal for their bronze beauty that just came out of the shop.

During the festivities, we had been inhaling the wonderful smells of real charcoal barbequing as our caterers worked at preparing our dinner. We made quick work of our social adjustment period, the candles on the tables were lit again, and we enjoyed brisket and chicken and all the fixins including giant homemade chocolate chip cookies. After dinner, people again lingered to talk or enjoy a glass of wine around the campfire.

In the morning, another great breakfast and then all too quickly time to split until the next time. It was great seeing old and new friends. A few special mentions are in order. Thanks to Lee and Suzanne Nelsen for the planning and for preparing pots of stew sufficient and then some for over 70 people. It was wonderful to see Irwin and Ilse Forsse and the beautiful Rainbow Express back with us. Kudos to Ken and Judy Booth who came all the way from Lake Havasu City, and Bob Blenkinsop and Greg Mattern from Fresno, and Chuck and Dorris Garton from Ridgecrest. It was great to meet April Russell's husband, Ryan, and their two beautiful children Chandler and Ian. And a big GMC Pacific Cruiser welcome to first timers Les and Marjorie Randolph. Les has taken over the Royale that his father bought new back in the day for in excess of \$40,000. and parked it with only 36,000, as we like to say, "original miles."

All of our rallies are great but this one seemed special. I think that was probably due to the efforts of our wonderful Board members who made it happen. A big thanks to our Board for all they do for us and to their spouses who help put this one over the top.

DID YOU KNOW THAT:

Bob Blenkinsop is gravely ill.

Please give him a call, send a card, or stop by for a visit. He would truly appreciate any or all of these caring gestures.

SPOTLIGHT ON NEW MEMBERS

Welcome! - To our new members and we hope to see you at upcoming rallies.

Les & Marjorie Randolph of Riverside, CA

78 Royale with 35,905 miles

Les' dad bought the coach new and picked it up at the factory. Now Les and Marjorie are restoring it. Fortunately, he's a classic auto restorer so working on a classic motor home should be a snap.

George & Diane Ciz of Lake Forest, CA

78 Eleganza II with 16,133 original miles (not a typo!)

George and Diane bought the coach with 10,000 miles on it, but they are the first registered owners. The GMC dealer who originally had the vehicle never sold it or registered it.

Also, welcome to Gail & Arlene Melugin of Hemet, CA

They are retired, and have a 73 GMC with 88,766 miles.

CLUB TRAILER READY TO ROLL

by **Audree Rowe**

Thanks to a group of volunteers, the GMC Pacific Cruiser's trailer has been refurbished and is ready to go. The trailer was retrieved from John and Beverly Clement's property in Corona, where it had been stored for some time without charge to the Club. A special GMC Pacific Cruiser thank-you goes to John and Beverly. The trailer was taken to MGM GMC in Upland. The condition of the trailer was assessed

and an inventory of the equipment made. Our trailer is now standing tall with a new set of tires, and sports a new paint job courtesy of Miguel. It is now being stored by Jim Rowe. The purpose of the trailer is to provide a mobile kitchen, and is available for use by any rally host. For more information contact any Board member.



RED HAT SOCIETY

PACIFIC PEARLS

Eleven of the GMC Pacific Pearl Red Hatters enjoyed a "taste of Thailand" at the Lucky Elephant Restaurant in San Dimas on January 9th hosted by Audree Rowe. The ladies ordered individually off the luncheon menu so that each got to choose something to please their palate and tolerance for spices and then shared an assortment of special Thai desserts. Present were Queen Sharon Cerrina, Jo Lindgrey, Dorothy Hooton, Audree Rowe, Jacky Clutter, Greta Hayward, Luann Parker, Beverly Lopez, Arlene Cantrell, Norma Sullivan and Pat O'Betz.

The Pacific Pearl Red Hatters welcome any Pacific Cruiser woman who is interested in getting together for a lunch of fun and friendship. The next event will be March 5, 2008 in City of Orange; conveniently close to Red Hatquarters for those who want to do some special shopping. Contact Queen Sharon or Audree for more information.





REAR AIR SUSPENSION SYSTEM

By Chuck Garton

The stock rear air suspension system is a good, reliable system. However, as with many GMC systems, it can be made to work better.

There were three different systems used during the GMC Motor home production run.

First: Power Level. Used up to 1976 serial number 6V100877.

Second: Electro-Level. Used from 1976 serial number 6V100878 to early 1978 (possibly 8V100528).

Third: Electro-Level II. Used from early 1978 (possibly 8V100528) until the end of production.

Problem:

The height control valve assembly used with the first and second systems was the same one used on the 1967 thru the middle of 1977 Cadillac Eldorados and was optional on Toronados. The system used slightly weak rear springs, a vacuum operated air compressor, rear air adjustable shock absorbers and the height control valve to keep the car level under all loads. There was no control over this automatic system. This valve assembly was one of the many "Off the Shelf" items used in the motor home to make it affordable.

I bought a 1974 Sequoia on November 2, 1977. It didn't take long to opt for campsites that required lowering the rear suspension to get level. The Regusa step was not yet available so lowering made it easier getting in and out. The first time I did this, I got the coach hooked up and level and we went out for dinner. When we returned to the coach, it had returned to ride height, so, once again, I lowered the rear. About ten minutes later, I noticed it was back at ride height again. With the Power Level systems large reservoir this was a built in problem. The height control valve assembly was not designed to be lowered and have air in the reservoir. It would do its designed job and level the coach to ride height even with the Power Level Control in "Hold".

Solution:

I cured the problem by removing the air reservoir Schrader valve and installed an electric air valve from the Electro-level system. Now, when parked and level, I would let the air out of the reservoir. While this cured the problem, it put a lot on wear on the Dana 12VDC air compressor. (Electro Level solved this problem by using a much smaller reservoir. Before it could raise the coach, it would run out of air).

The next step was to install a 115VAC air compressor. The 1973 & 1974 GMC Motor homes had wooden generator compartments that went to the back wall of the coach. There was enough room to mount the 115VAC compressor there. At that time, compressors and motors were separate items and the compressors had oil in them that required periodic maintenance. With access through the generator door, this was acceptable. I also found that running nylon tubing to the 115VAC Compressor would get hot and blow out. It was necessary to run a coil of copper tubing near the compressor. Copper tubing is hard to seal completely with compression fittings, however, this is not a problem because the leaks are very slow and only when the compressor is running. The line passes through a water filter (Picture 1) to a check valve where it enters the reservoir.



PICTURE 1

Controlling the 115VAC Compressor:



PICTURE 2



PICTURE 3

To control the 115VAC Compressor using 12VDC I used the parts shown in Picture 2. On the back wall of the Motor home was a 115VAC Romex line. I cut this and ran it through the metal box in Picture 2 connecting it to the top part of the receptacle. Picture 3 shows the "Bridge" cut on the "Hot" side only. The receptacle is mounted on the left side of the metal box and the relay (Radio Shack Part Number: 275-226) is mounted on the right side. The connections shown in Picture 3 are connected to the normally open connectors on the relay. The ground connector is connected to the receptacle ground (green wire). The 12VDC connector on the relay is connected to the unused

connector on the air suspension pressure switch. The compressor is plugged into the switched (bottom) receptacle. Picture 4 shows the Completed Box.



PICTURE 4

In the summer of 1993, I acquired a 1977 Kingsley and started the process all over again. In late 1974 the generator compartment was made of fiberglass and was sealed (Big improvement!!) and ended with the end of the access door. The area I installed the 115VAC Compressor on the 1974 coach was still there, but is now accessed from inside the coach (Picture 5). 115VAC Compressors have improved and the motor and compressor are now one piece with Teflon moving parts requiring no oil and no drive belts. Except for the inlet air filter (Picture 6), it is maintenance free.



PICTURE 5



PICTURE 6

To install air bag pressure gauges in the Kingsley, I had to run three air lines to the dash. I also installed the electro level valve in place of the Schrader valve in the reservoir (Picture 7 arrow). I installed two dual pressure gauges (Picture 8). The forward (green) needles are the air bag pressures and the rear (red) needles are the reservoir pressure.



PICTURE 7



PICTURE 8

To control the system are six switches (Picture 9 Green) and three lights (Picture 10).



PICTURE 9

Picture 10: ACSC stands for 115VAC Suspension Compressor; DCSC stands for 12VDC Suspension Compressor.



PICTURE 10

I have installed rear support jacks with built-in J Hooks (Pictures 11 & 12); I obtained from Pat Cerrina at the Temecula Western States Rally. Now, the only time the air bags are inflated is when I'm traveling.



PICTURE 11



PICTURE 12

I installed a set of Dave Lenzi's air manifolds (Picture 13). I like these because they mount on the fender well

instead of hanging on the air bag. The red tube goes to the air bag, the black line to the electro-level system.



PICTURE 13



PACIFIC CRUISERS
CLUB

2008 RALLY SCHEDULE

MARCH 30–APRIL 5, 2008

GMC MOTORHOMES INTERNATIONAL/GMC WESTERN STATES,
SONOMA COUNTY FAIRGROUNDS, SANTA ROSA, CA

MAY 1–4, 2008

GMC PACIFIC CRUISERS, EMERALD DESERT RV RESORT, PALM DESERT, CA
HOSTS: DAVE AND DONNA de GRAFFENREID

JUNE 20–23, 2008

GMC PACIFIC CRUISERS, BARN BASH III, VENTURA, CA
HOSTS: JOHN AND DEE LOCKWOOD

SEPTEMBER 15–19, 2008

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

SEPTEMBER 28–OCTOBER 4, 2008

GMC MOTORHOMES INTERNATIONAL
DELAWARE STATE FAIRGROUNDS, HARRINGTON, DE

OCTOBER 3–5, 2008

GMC PACIFIC CRUISERS, TUCALOTA SPRINGS RV PARK, SAGE, CA
HOSTS: CHUCK AND MARY BOTTS

OCTOBER 30–NOVEMBER 2, 2008

GMC PACIFIC CRUISERS, 49er RANCH RV RESORT, COLUMBIA, CA
HOSTS: FIN AND MARY BEVEN

DECEMBER 5–8, 2008

GMC PACIFIC CRUISERS
TAMALE FESTIVAL – INDIAN WELLS RV PARK, INDIO, CA

PLEASE SEE SHARON CERRINA IF YOU WOULD LIKE TO HOST A RALLY

GMC
PACIFIC CRUISERS
CLUB

NEWSLETTER

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