



Blended Perspectives on Colorful December Rally

EDITOR'S NOTE—Two, well written stories arrived in soggy Texas where I am editing our newsletter. Each describes the Cannon Beach rally in glowing terms. I have blended the two to tell a fuller account. To give proper credit, the text in italics was written by Copy Editor Jack Cupples while the vertical text came from the keyboard of Chet Kershaw...enthusiastic writer.—Pris)



Photo by Cupples

Another great Cascader rally year has ended with a great Christmas party at Cannon Beach. A special thanks this year to el-Nino for the warm weather and clear skies that allowed many of our normally snowbound friends to join us. We had 35 GMC coaches and several day trippers from Portland, Salem and Vancouver, WA, who came to say "Hi." Our wonderful hosts for this gala event were Tim and Cass Jones, Bob and Elaine Fry, Ken and Becky Ragsdale, and of course, a Sweet Little Old Lady, a Fluffy Cat and an Old Goat—the Diers.

The great weather served as a fitting tribute to our hosts, who after several years of hosting our Xmas rallies, have turned this duty over to new hosts for next

year. Our sincerest thanks to them not only for this rally, but for all the other memorable Xmas rallies they have given us.

Some of the group arrived on Thursday and after hugs and greetings, some of us decided to go downtown

Hosts with a much appreciated track record for producing bonanza Christmas rallies: (left to right—back row) Glenn and Ruth Diers, Elaine and Bob Fry, Cass and Tim Jones, and (front row). Glenn, what is that on your head?!?

to Doogers—a great Cannon Beach seafood restaurant—for an unscheduled event. The dinner was exceedingly good and to our surprise we found that Thursday is senior half-price day. Not only did our tummys feel good, our pocketbooks also were happy.

After dinner, our tour-bus driver Ken Ragsdale drove us around Cannon Beach to see the holiday lighting and decorations adorning the whole town. A stop on an ocean overlook produced a spectacular sight of the halfmoon shining on a millpond-smooth ocean with gently breaking surf, a sight few of us had ever seen on a winter's night at the Oregon coast.

Arriving Friday in bunches, we all settled in and began the ritual of extolling the virtues of the wondrous GMC. This of course was enhanced by frequently dipping into a kettle of Tim Jones' now famous hot buttered rum. We then dipped into great pots of hot soup, chowder and salad before boarding coaches to go see the play—"A Colonial Christmas." It was a fun-filled evening indeed.

Saturday brought another crisp but beautiful day highlighted by beachcombing and shopping.

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Photo from Frys

NEXT RALLY

DATES	LOCATION	SITE	HOSTS
February 6-8	Grand Ronde, OR	Spirit Mountain (dry camp)	

MORE RALLIES... on back page

GMC CASCADERS NEWS

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The GMC Cascader News is published six times annually. GMC motorhome owners from the following states and provinces are eligible to join GMC Cascaders: Alaska, Alberta, British Columbia, Idaho, Montana, Oregon, Washington and Yukon Territory. Contact any officer for information.

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A quick glance through the passengers of any of the Cannon Beach mini-busses would easily spot friends going in or coming out. Cascaders greeted Cascaders entering and leaving nearly every store in town. Cannon Beach rates as one of those quaint

Although there really was no formal judging of the coach decorations this year, surely Denny Allen would have taken the prize with his coach lighting, Xmas tree and the red Santa legs complete with black boots sticking out from under the front of his coach amid oil cans, tools and a display sign "Santa's GMC Oil-change Seminar." Caption from Cupple's story



All photos on this page by Cupples

little towns where the astute shopper might be able to find something to take home and dust.



Elves and a wreath perked up the front of Cupples' coach.

Saturday night brought on the great GMC parade that is remembered by most towns people and shop keepers, some fondly, on our way to the annual Christmas dinner party. Our caravan of coaches with generator-powered Xmas lights shining was heralded by Bob Fry's calliope belting out Xmas tunes.

Once more, the Fireside restaurant put on our annual Christmas dinner consisting of prime rib, baked halibut and chicken stuffed with shrimp along with all the fixin's. Tim



Never noted for picky appetites, Cascaders swarm to the grand buffet and steam tables at the Fireside restaurant.



Photo by Diers



Admiring Cascaders gathered around Allens' coach and lighted "tree." Ruth Diers caught them in her camera.

Photo by Cupples



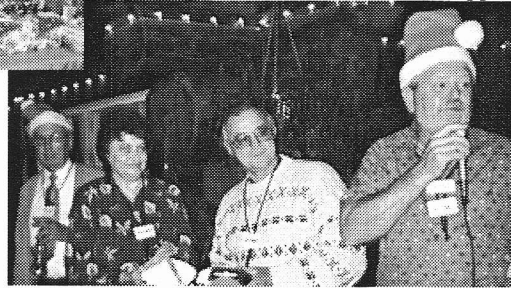
Elves Elaine, Ruth, and Becky collect gifts and ornaments destined for Saturday's exchange.

Photo by Cupples



Ornament exchange prompts another exchange between

Bill and Peggy Guise. Apparently they managed to make up after Peggy's recent experience in their GMC. See story on following page.



"Santa" Jones emceeding the gift exchange—Terry and Joanne Boyd on deck. Bob Fry, lurking in the background, stands ready to assist... every Santa should have such help?

Jones (occasionally straightened out by Cass) kept the group laughing with his on-going banter while doing the honors of emceeding the gift exchange. Again, our caravan of lighted GMCs made a hit with the residents as we rolled to and from downtown.

Sunday morning, we awoke to Washington weather—not as wet as Tokeland, but just as gray. The weather failed to dampen the fun of another great business meeting. We have a full load of rallies for 1998. Boy is our calendar full; we can hardly find time for work.

Even next year's Christmas rally host problem is taken care of; some of us with lollipops in hand (ALL DAY SUCKERS) were appointed to try and fill the empty shoes left by our veteran team. The new crew are: Tom and Margie Thompson, Joe and Yvonne Sawtell, Terry and Joanne Boyd and yours truly, Chet and Karen Kershaw. We all 'joyfully' accepted the challenge. We did, however, miss Pris when time came for the group picture. Elaine Fry did a



Photo by Elaine Fry

After rolls, coffee, and fruit compote in the RV park's community room, Saturday was a free day with most copilots shuttling to downtown Cannon Beach and even Seaside for shopping in the yuletide atmosphere of those resort towns. Caption from Jack Cupples' text

Photo by Cupples

fine job, but nobody can whip the group into orderly ranks like our Pris Hardin.

EDITOR'S NOTE—THE ABOVE COPY IS INCLUDED TO SHOW HOW LOYALLY I AM PASSING ON THE COPY THAT COMES OUR WAY. DON'T TELL ME THAT AFTER ALL THOSE YEARS OF MANAGING ELEMENTARY SCHOOL KIDS, ELAINE WOULD BE UNABLE TO TELL A BUNCH OF CHATTERING, JOSTLING CASCADERS WHERE TO GO! SHE PROBABLY JUST DID A MORE POLITE JOB OF IT, EH?

A tradition seems to have emerged in which those folks travelling north after the Cannon Beach rally meet (unplanned) at the Berry Patch Restaurant in Westport, OR. This year was no exception as some 6 or 7 GMCs filled the parking lot for lunch. The pot roast is "to die for," and topped off with Marionberry pie fills one to the point of not having to eat for the rest of the day (or maybe the week)!

This was a special evening in that we Kershaws were allowed to share our new treasures (pears, fire extinguishers, a snowman and a



Photo by Cupples

SHORT bottle of Jack Daniels) with several of our close friends... over and over. Carl Hove, the ultimate recipient of the Jack Daniels went to the mike and extolled to all some of the virtues of his lovely wife Helen. I will let those of you who weren't there have Carl 're-extol' those virtues when you see him. Caption from Chet Kershaw's text



Continued from page 8

After noting and marking the water leaks, I was quite ready to sprint back to the comfort of the house; however, this was not to be! Unbeknownst to me, Bill had removed the inside door handle and replaced it with a piece of aluminum strap to hold the lock in place. Now the door refused to unlatch. Somehow, I had moved an essential component of the temporary lock when I slammed the door.

As the cold wind blew through the unsealed windows of the coach, I assessed my fate and realized that escape from this vengeful GMC would take bold action.

New brake installation meant that the coach was jacked up quite high. I peered out the right side window at the ground far below. Wheels, tools and parts littered the area. I could easily break a leg if I jumped out there. A check of the left side revealed a pile of sharp metal trim pieces on the ground; that did not seem like a happy landing spot either. My golden retriever sat dutifully outside cocking his head from side to side, puzzled why I did not come out. So much for Plan A.

Plan B involved using all the stray tools I could find lying around inside the coach in an attempt to budge the door or jimmy the lock. Plan B was a bust, also. For the next hour, I sat shivering in the unsecured driver's seat watching the ducks on the pond. Flashbacks of my life paraded by along with the ducks.

Of course, the coach furnace was not operable! In an effort to keep warm, I began walking up and down and a new idea appeared. Perhaps I could catch the eye of my neighbor whose house was a football field away. "May Day" signals at the windows might work. Later, the neighbor said she had seen me, but thought I was cleaning cupboards. Little did she know that the motorhome cupboards had been removed to the garage! A few rays of sun came through during this first hour, but not enough to warm the "cavern". Plan C was failing miserably.

During the second cold hour I attempted to flag down a jogger on the street below which was *more* than a football field away. Again my frantic gyrations went unnoticed. Pausing at the back window, I reread that boldly printed label that gave instructions to pull the ring for emergency exit. The thought crossed my mind only fleetingly when I

pictured the horror on my husbands face as the window would probably need replacement after dropping on the concrete pavement. Plan D never had a chance.

I began to believe that my liberation could only come from our brake mechanic who was to show up in the afternoon, or from Bill who returned from work at about 6:00 PM. Alas, as time passed, the mechanic (who seems to work at his own schedule) did not show up and the weather got colder.

In desperation, I realized there was a string of construction lights dangling from the ceiling and found that I could get power to one of them. Like the little match girl of literary fame, I cupped my hands around one of them for warmth. Then, using my newly warmed hands to paw around the piles of stuff stacked on the floor, I found a small electric space heater and fired it up. Basking in my newly found comfort, I went back to watching the ducks and waiting for Plan E to form.



Photos by Guises

Suddenly I spied my neighbor walking along her deck. Albeit a long way away, it was hope and I ran to the window, waved frantically and yelled "Help!" She waved back cordially. After

what seemed like an eternity full of dashed hopes, her door opened and out she came, clad this time in a warm coat.

Ardith came to save me! Dashed hopes again! I had already determined that the door was locked from the inside because of that infernal metal strap which held the lock from releasing. Ardith now discovered the door was also locked from the outside. The resurrected Plan C fizzled!

Plan F soon formed as Ardith carried a nearby ladder to the window to free one very tired, cold and hungry gal from her GMC prison. Ardith considers my hours of entrapment a form of spousal abuse, but decided not to press charges on my behalf. As penance, Bill was not allowed to do anything more on the coach until he had restored the door lock to a totally workable state.

Peggy Guise, former GMC leak checker.



In Memoriam—Liz Ovens



On behalf of all of our membership, Terry Morris, GMC Cascaders president, addressed Liz' memorial service with the following message:

On behalf of Walt and Liz' GMC Cascaders motor home club, I want to express our deepest sympathy to you, Walt, and your family. The Cascaders will miss Liz. She was always smiling, laughing and sharing lots of spirit. Stopping by their motor home always brought a friendly, "Come on in. Have a seat. Would you like a soda?" Liz and Walt helped put on some of our rallies. She always had lots of ideas for things to do and her creative crafts for table and room decorations were great. As club secretary, Liz did an outstanding job. We (club members) all loved her. I told Liz on the phone during her last week that we all loved her and thanked her for all she had done. Gob bless you Liz, may you rest in peace.

Two dozen Cascaders attended the services for Liz which were held on December 1, at the Evergreen-Washelli Chapel. On the 3rd, Walt faxed a special note of appreciation to share at the rally. He sent best wishes to the Cascaders and noted that "our entire family was overwhelmed by your outpouring of love and affection." Walt hopes to attend a rally soon, perhaps bringing one of the family with him. We will be eager to see you, Walt.

A Friend is a Friend is a Friend!

What is the difference between a friend and an acquaintance? A friend will do something without being asked, and a true friend will do it the second time, if necessary.

That was the case with the Thompson's this last summer. The 403 engine in their motorhome had a problem and Tom decided to replace it with a larger, 500 cubic-inch engine. He had the engine rebuilt and started to install it when he became ill with a bleeding ulcer. The loss of too much blood left him unable to do the job. Two Cascaders, Bud Sunderland and Henry Dykes, came to the rescue and installed the engine. When they started the new engine it became obvious that the rebuilders had made a mistake assembling it. So the same two men *removed* the engine. Three weeks later, they came back and installed it the second time.

The new engine runs fine and has lots of power. We are deeply grateful for the lesson of friendship by men who would come, without being asked, and work so hard on a very dirty and difficult job—then come back a second time and do it all over again.

Thank you Bud and Henry, we will try to pattern our lives after you.

On the Road, Again

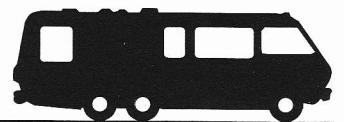
NOTICE: The GMC International, Las Vegas, spring rally dates and location have been changed slightly. The correct info: March 22–March 28, 1998, at Silverton (formerly Boom Town)—a new RV park. Ralph Luby reports that most of the sites are 60 ft. pull throughs with cable and telephone hookups. The approximate cost will be \$250 per coach. Registration forms will go to members right after Christmas. The Happiest New Year to all!! The Baxters!!

A Sincere "Thank You"

From Bev Groth who learned of her Mother's death during the December rally.

"I want to especially thank those Cascaders who were at the December Rally for their hugs and kind expressions of sympathy. I am proud to be a part of this caring and loving group of people."

*Sincerely,
Bev Groth*



MINUTES 12/7/97

Cannon Beach Rally

President's Message—President Terry Morris called the meeting to order following breakfast on Sunday, December 7. He opened the meeting by thanking the rally committee: Ken and Becky Ragsdale, Bob and Elaine Fry, Glenn and Ruth Diers and Tim and Cass Jones. Welcomes went to members attending their first rally, Gordon McLeod and his wife Virginia Thurgood, Bill and Marilyn Morrow, and Rod and Maurrie Price. Attending the rally were:

Denny & Fran Allen	Steve Lester & Deb Eaves
George & Carol Baxter	Ken & Deon Madison
Terry & Joanne Boyd	Gordon McLeod &
Larry & Gaynor Calhoun	Virginia Thurgood
Jack & Cathy Cupples	Terry & Gloria Morris
Glenn & Ruth Diers	Bill & Marilyn Morrow
Clarence & Elsie Estridge	Lawrie & Virginia Paradis
Eldon & Joyce Evans	Don & Luana Perry
Bill & Mary Lou Foote	Rod & Maurrie Price
Bob & Elaine Fry	Ken & Becky Ragsdale
Gordon & Carol	Joe & Yvonne Sawtell
Frydenlund	Neil & Dorothy Slater
Ray & Bev Groth	Vance & Sandra Smith
Bill & Peggy Guise	Ted & Jane Swanson
Carl & Helen Hove	Tom & Margie Thompson
Tim & Cass Jones	E.J. & Hedy Ulmer
Chet & Karen Kershaw	Daryl & Mary Wilson
Walt & Jerry Krebs	Ken & Jean Wilson
John & Virginia	
Lennartson	

Secretary's Report—Motion passed (G. Baxter-M, C. Baxter-S,P) to accept the Walla Walla meeting's minutes as published in the newsletter with the correction "the RV Park at Cannon Beach will be open for more than three years." Motion to accept the Sisters meeting's minutes as published in the newsletter with the correction of the date of the British Columbia rally as being in June (MSP).

Treasurer's Report—Treasurer Ruth Diers reported a club balance of \$3,077.02. She reported a paid club membership of 170. Ruth also reported there are club hats, flags and GMC knit hats available.

First Vice President's Report—Vice President Denny Allen reported the Canadian postal strike finally over and Thank You's had been sent to Bovee's and Foote's for the Sisters Rally and a sympathy card to Walt Ovens on his wife Liz's passing. Denny then read a heartfelt note Walt had sent to the Club. A Get Well card has been sent to Yvonne Falck who broke

her hip in England and is now resting at home. A card will be sent to Bev Groth, who received word at the rally on Friday evening, her mother had just passed away.

Second Vice Presidents' (Wagonmasters') Report—Carl Hove read the dates for upcoming rallies: February 6-8 Grande Ronde, OR; April 24-26 Tokeland, WA; June 14-20 Canadian rolling rally; August 7-9 Rogue River, OR. October rally—nothing yet. December 4-6, Christmas Rally. Updates came from Cass Jones on the Grande Ronde dry-camp rally, Don Perry on Rogue River, Carl Hove for Tokeland and Denny Allen on Canada. It was noted Dave Ireland's Canadian trip will begin August 15 in Kamloops. Kershaws, Boyds, Thompsons and Sawtells are the new rally committee for the Christmas Rally '98.

Old Business—

Western States Representative Don Perry gave the dates of April 13-18 for the next Western States rally in Petaluma, CA. The Fall rally will be August 25-31 in Hope, BC.

GMC International Area Vice President George Baxter reported on the spring roundup scheduled for Las Vegas, March 20-26 at Sam's Town. Fall roundup will be October 14-20 in Marion, NC.

FMCA representative Ken Wilson explained how the free FMCA phone message service works. He said he and others have used it and it really works! Anyone interested in the service should contact FMCA.

Newsletter Copy Editor Jack Cupples reported the next newsletter's copy deadline is December 19.

Portland Swap Meet—Chet Kershaw invited club members to join him with their used auto/GMC parts for the May Portland Swap Meet. He said he has two stalls and the exact dates will be available in January.

First Aid Kit—President Terry Morris reminded everyone the Club has an excellent First Aid kit, put together by Luana Perry, available anytime in the pod on top of his coach. He also explained the 'first aid flag' is placed in front of his coach at each rally in case anyone has a need for the kit.

New Business—No new business.

Adjournment (MSP) Bob Fry/Chet Kershaw. Meeting adjourned at 9:43am.

Respectfully submitted,
Cass Jones, Secretary



An Issue from GMC International

The following letter comes to us from George Baxter. Cascaders are invited to take appropriate action as you see fit.

December 22, 1997

Honorable Dick Mutzebaugh
Colorado State Capitol
200 East Colfax Avenue
Denver, Colorado 80203

Dear Senator Mutzebaugh:

Recently I was informed of a proposed bill to prohibit altered suspension on any vehicle to be operated on Colorado highways. While the full implications of this proposed legislation are not obvious, certain aspects appear very disturbing. I am president of GMC Western States, a chapter of the 100,000 plus member Family Motor Coach Association. Our group includes 450 owners of the classic GMC Motorhome throughout the country, although primarily in the western states and Canadian provinces.

It may be noted that of the 13,000 coaches built between 1973 and 1978, approximately 7000 to 8000 of these coaches remain in operation across the country.

The fact that these coaches were designed and built on the average of 25 years ago creates a very critical concern with regard to any legislation which would prohibit altering the suspension and, by inference, the drivability. Certain technologies have improved tremendously in the intervening period. For example, many of us have added much stiffer front sway bars to reduce the effects of 18 wheelers blowing by and rocking the coach. Clearly this is a safety improvement.

Other GMC Motorhome owners have added rear sway bars and upgraded the brake system on their coaches. Many have gone to cast aluminum wheels and wider profile tires. Again these are all drivability and safety improvements, but these are alterations to the original design.

It may be that there would be no intent to enforce the proposed law on our coaches, but the problem would not lie with enforcement. It would lie with the interpretation of our insurers. If the law was on the books, it would give the insurance companies an excellent means of canceling our insurance or denying coverage in the event of an accident. Some of us have already seen this happening where safety improvements and/or alterations have been used to deny claims—even where such alterations are permitted by law.

Please consider all the ramifications of this proposed legislation before proceeding to outlaw obvious safety and drivability improvements.

Thank you for your time and interest.
Yours very truly,

Bill Harvey, President
GMC International, Inc.

Cascader Email Directory

NOTE: This will be the last time we present the full Cascader email directory in the NEWS. Your "first of the year" membership directory will contain email addresses for all members currently on email. Subsequent email directory notices in the GMC Cascader News will report only addresses of newcomers to the internet and changes to existing addresses.

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If you are willing to add yourself to the list, transmit your email address to:
Pris Hardin, Editor, GMC Cascaders News AND to
Cass Jones for inclusion on the club membership roster.



GMC Cascaders

Cass Jones, Secretary
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Portland, OR 97221

Technical Report?...plus

BOOBY TRAPPED

We are completely restoring our GMC motor-home. When our coach interior looked like an empty boxcar, my job was to check for leaks. With the headliner and the wall coverings removed, the idea was to wait for rain and locate leaks. My husband Bill said: "You spot 'em, I'll fix em."

On a typical raw November morning while my husband was away at work, I decided run out to the coach for a quick check for leaks. With my faithful golden retriever at my heels I left the warm house and vaulted through the rainy, cold wind to our coach. It sat near the duck pond, some distance from the house. In spite of soggy, wet hair from my morning shower, I wore only a tee shirt and shorts for the brief task. At the coach, I slammed the door to keep out the cold wind.

Continued on page 4

Rally Schedule 1998

DATES	LOCATION	SITE	HOSTS
February 6-8	Grand Ronde, OR	Spirit Mountain (dry camp)	
April 24-26	Tokeland, WA	Bayshore RV	Hoves & Frydenlunds
June 14-20	British Columbia	ROLLING RALLY	Denny and Fran Allen
August 7-9	Rogue River, OR	Valley of the Rogue St. Park	Perrys, Teeuws, Madisons, Krebs
October	TBA		
December 4-6	TBA		Boys, Kershaws, Thompsons, Sawtells

Watch future issues of the *GMC Cascaders News* for possible changes to the above schedule.

