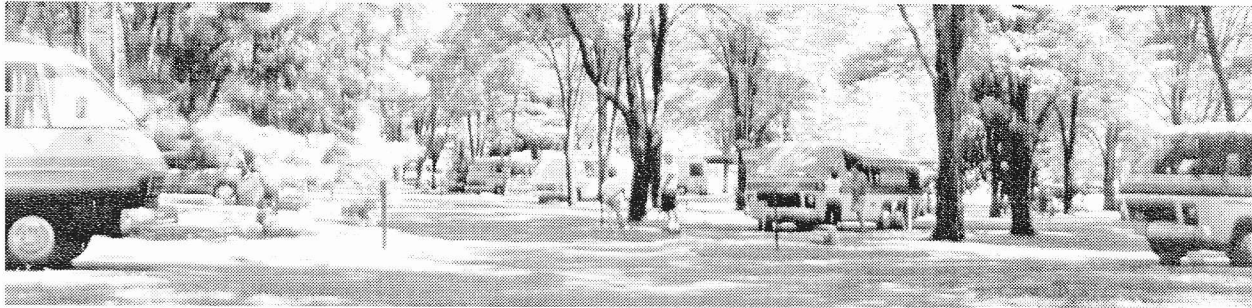


## Sun, Fun and Water at Valley of the Rogue St. Park



A hot August afternoon brought Cascaders together on the banks of the wild and scenic Rogue River just south of Grants Pass. Summer rallies often bring an assortment of first-time rally attendees (Davises and Dunlaps), members we have not seen for a long time, guests, visitors from other clubs, and grandchildren. We welcomed GMC owners from the local area and as far away as Arizona's Saguaro Jetsetters. Five grandchildren of various ages all proved to be Grand Children!

Hosts Don and Luana Perry, Kryn and Patti Teeuw, Walt and Jerry Krebs and Bud and Sharon Marler made everyone feel welcome. Superlative



*Hard working hosts—Patti Teeuw and Jerry Krebs look over the paper work while Bud Marler practices his welcome wave.*

Photo by Perrys

organization laid the groundwork for one of the smoothest rallies we have seen. From thoughtful details to overall ambiance, our hosts showed us how it should be done. Introductory packets contained heaps of visitor information including a

map of the campground with coachowners' names penned in by their campsites; we could locate their coaches easily throughout the rally. We were pleased to note that Ed and Louise Blaise would attend the rally, driving down in their car and staying in a local motel. Also, Elsie Estridge planned to make this her first rally since the death of Clarence. Her brother Leonard Carlson would come along, too.

At Friday evening's gathering, we found a catered picnic spread before us (*below*). Yum! Greetings to new members, visitors and old friends made for a super supper in the late summer sunshine. Still no sign of the Estridge coach. In the evening, the first of several park-sponsored programs was available to interested parties.



Photo by Perrys

*Caterers spread out a super supper on Friday night (above.)*

*Presentation of a handsome pair of signs to Hardins recognized the new name for their full-timer home (right.)*

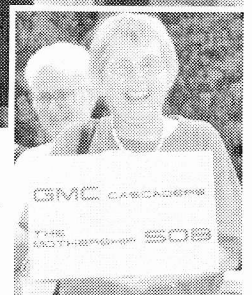


Photo by Perrys

### NEXT RALLY

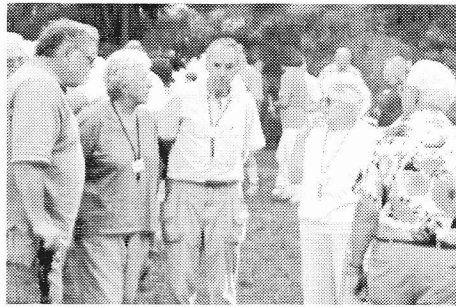
DATES	LOCATION	SITE	HOSTS
October 2-4	Leavenworth, WA	Autumn Leaf Festival (KOA)	Lennartsons—site arrangements

**MORE RALLIES... on back page**

# GMC CASCADERS NEWS

- President** Terry Morris  
1825 SW 170th St.  
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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.*



Saturday breakfast, by the caterers who prepared our Friday supper, offered lots of fruit along with the usual pastries and good fellowship.

*The open central area fostered great visiting and allowed caterers to serve our meals in the open air.*

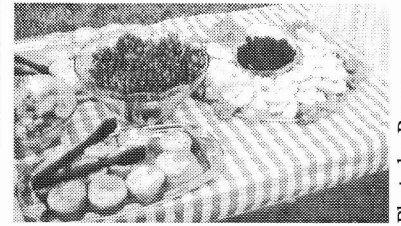


Photo by Perrys

Don Perry laid out the plans for the day. He explained how we would transport all participants to the Rogue River jetboat dock in downtown Grants Pass. Saturday activities, up till departure on the river trip, included lots of visiting, another ranger-presented program, and lunch on our own. There were the inevitable trips to shop and to explore other area points of interest. There was still no word from Elsie Estridge. Something must have prevented her from coming; we wondered why she had not contacted us.

By 3 p.m., volunteer shuttle coaches lined up for the trip to dockside. Arriving in downtown Grants Pass, we did our usual milling around and gift shop swarming on the way to the boat. Equipped with sunshades, hats, cameras and jackets, we clam-



bered aboard *Miss Grants Pass*, a Hellgate Excursions craft (left). Pilot Jim delivered a few simple instructions and we

were off down the Rogue toward a few hours of beautiful scenery, glimpses of varied wildlife and a sumptuous dinner at the OK Corral restaurant. Jim proved to be a source of information covering local history, ecology issues, geology and wildlife lore.

The first part of our watery trip led past a developed area of riverfront homes and estates. We ogled at elegant homes and Jim spiced up the viewing with a few quotes on prices for some of the coveted real estate. Evidence of high water marks led to a bit of speculation on just how wet one's big investment might get.

We nearly paid a call on one lovely home. Jim drove the jetboat up onto their boat launching ramp in his efforts to dislodge a stick from the jet intake port by reversing the engines. That failed so we waited while he climbed down into the engine



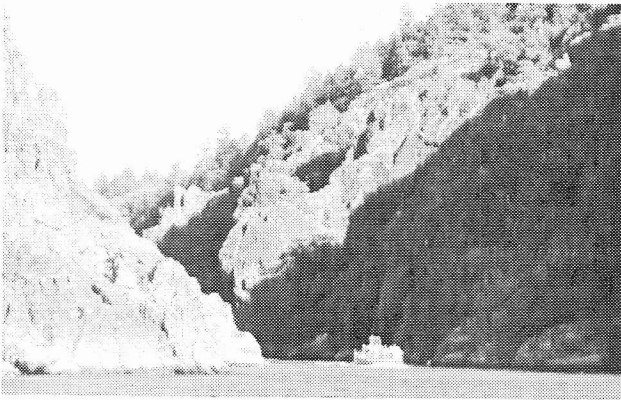


compartment and fished the stick out by hand. Terry Morris held the offending twig aloft for all to see (*above*).

Next, we moved under the Richardson bridge, a 100 year old structure slated for replacement in the near future. Jim demonstrated the capability of our jetboat by cutting a doughnut in the river and thoroughly dousing most of the passengers. In spite of the howls and squeals, it was a welcome, cooling experience in the late afternoon heat. Some folks just never do grow up.

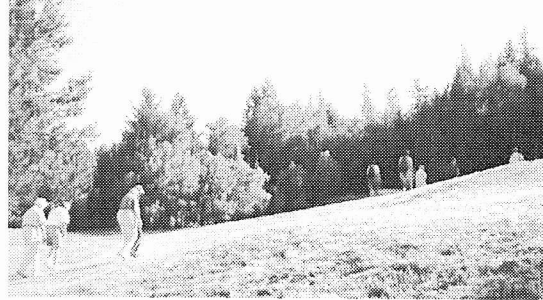
Gliding on into the officially designated Recreation Area we found more forest, some farming activity and only buildings predating 1968. In that year, all new construction was halted to preserve the natural beauty of the area for recreational purposes. We began spotting wildlife that obviously liked the arrangement, too. They took the subject pretty seriously though... hunting, nesting and browsing were more than recreation for them.

Soon the canyon walls began to close in on us (*below*) and we drew closer to the rugged stretch of the river designated Wilderness Area. In the



wilderness area, no motorized vehicles of any sort are permitted. So, we enjoyed the increased number of wildlife sightings and the wild nature of the

scenery right up to the boundary of the wilderness area. There, Jim turned the boat around and we headed up the river toward supper. We had passed the OK Corral dock on our way downstream. Now, we tied up the jet boat and began the steep trek up the path to the "outdoor" restaurant high above the river (*below*).

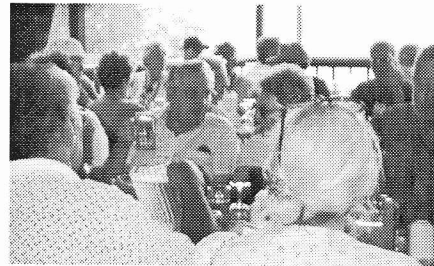


Tractor rides brought the less athletic up the hill (*below*).

At the OK Corral, unbelievable quantities of food flew from rustic cook shacks to voracious diners seated at long tables under canvas covered shelters (*below*).



Just outside the railings that surround these oversized decks,



panhandling deer of all sexes and ages beg for bread sticks and anything else diners will share. Requests

to leave the deer to find their own food seemed to go unheeded.

Our all-you-can-eat meal, delivered by cheerful, hard working young people came family style. Dishes piled high with chicken, steak, potatoes, steamed veggies, salad and cornbread, kept streaming past. Enormous servings of lasagna arrived at the places of those who had prearranged for vegetarian meals. Pitchers of drinks offered water, wine, beer, iced tea, lemonade, hot tea and coffee. Dessert was berry cobbler with heaps of whipped cream passed separately in large bowls. WOW! We probably would have benefitted most



by hiking back to the campground. Nevertheless, we toddled back down the hill to the jetboat for a final run for town. As evening gathered, we caught a glimpse of a river otter crunching his freshly caught dinner of river fish and more herons and ospreys settling down for the night.

Arriving back at Grants Pass just at dusk (*below*), we agreed that the trip was a great success. Cascaders who attended the Perrys' first "Rally in the Valley" nine years ago, found major changes in the



river since the previous jetboat trip. On the positive side of things, they reported sighting MANY more

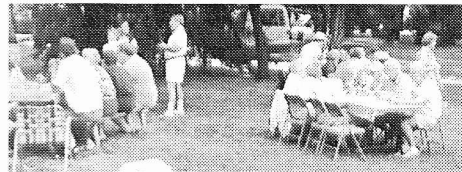
osprey this year. And, increased development along the river certainly underscores the need for the designated river protection areas. Pilot Jim described some of the current hot issues surrounding the river's future. Questions of more or fewer dams on the Rogue, commercial and private permits to enter the wilderness area and so forth also will influence preservation of this wonderful, vulnerable habitat.

There was little question about whether jetboaters would have any difficulty falling to sleep Saturday night! We especially wore out Ed and Louise Blaise for whom the trip was a major effort. We were so glad that Louise was courageous enough to undertake the trip. Ed seemed to have a very good time... including the boat trip.

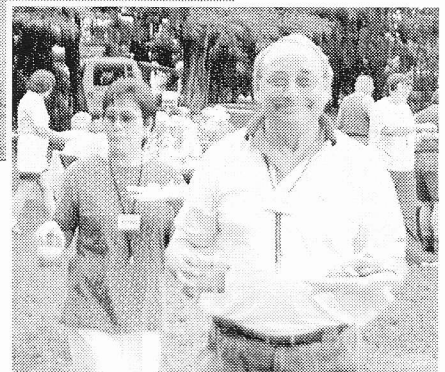
Sunday morning's breakfast (*below and top right*) brought the ever present caterers back with more good stuff... muffins, pastries, breakfast meats,



beverages and lots more fresh fruit. Louise Blaise treated everyone to fortune cookies in



*Kryn and Patti take time from hosting chores for some great grub (right).*



gratitude for the helping hands Cascaders had extended to Ed during the weekend.

The business meeting moved rapidly; the sun was hot and growing hotter. The Nominating Committee presented a slate that looked remarkably familiar... all existing officers had agreed to run again! The exception was that Carl Hove wished to step back from his role as co-wagonmaster to return the entire job to Walt Ovens' capable hands. Thanks, Carl, for your help and your unique approach to the task. A call for nominations from the floor went unanswered; the secretary was asked to cast a ballot for the slate as presented. Congratulations, crew and welcome to another year of dedicated service!

Still wondering what had become of Elsie Estridge, we bade farewell to our motorhoming friends, thanked our excellent hosting team and headed our various ways. "Rally in the Valley II" will be remembered for a long time.

## Elsie Estridge Sympathy

Our utter dismay upon learning why Elsie failed to arrive at the Rogue River Rally rapidly changed to sympathy and best wishes for a quick recovery. Elsie and her brother Leonard Carlson had a terrible accident on their way to the rally. Just south of Woodburn on I-5, their coach left the road and was totally destroyed. Elsie suffered a broken collar bone. She and her brother had severe bruises and soreness. We wish the very quickest possible recovery to both and hope to see you soon at another rally... come by car, bus or whatever! Just travel safely.



# ONE GMC'S BAD HAIR DAY

by Jack Cupples

It was the start of one of those great sunny and warm Sundays when nothing is planned and the day is wide open for exploring a rainbow of pleasurable opportunities. Our examination of the rainbow of options was interrupted by a phone call. The caller allowed as how we did not know each other but he had found my name in the GMC national membership register. He went on to say that they were a GMC family from out of state and having mechanical difficulties with their Canyon Lands. They were disabled on one of the freeways near our city (actually fairly close to my house.)

When I asked if I could be of help, he said because the coach wouldn't go very well he thought possibly he might need a recommendation for a local transmission shop; however, he was going to call a home town mechanic friend to try and get a remote diagnosis first. He would call me back hopefully with more specific information on the ailing GMC.

When my new GMC friend called back, he said his mechanic suspected a fuel rather than a transmission problem.; when the mechanic found out the owner had had the coach ten years and had never changed the carburetor fuel filter, the remote mechanic thought that this would be an excellent first step. The owner thought he probably could drive the coach to a nearby exit where he could purchase a fuel filter. The GMC would run up to about 25 mph, but complained bitterly at doing much more. I directed them to the first exit from the freeway where there is a shopping mart that I knew had an automotive department. I also told him that I would meet them in the parking lot and be of some help if I could.

The wounded coach and I arrived about the same time and I was glad to see they had made it out of harm's way off the shoulder of the busy freeway and into the relative safety of the wide open parking lot. The owner left to purchase a carburetor fuel filter and returned shortly, triumphant that he was able to find one so easily. Trying to be the helpful soul, I asked if I should open the engine hatch for him. He seemed glad I volunteered.

"As long as I am down here, do you want me to take off the carburetor air cleaner also?" I asked.

"Sure," he said, "if that is what we need to do next." With air cleaner in hand, I moved out to set it down and get out of the way so he could continue. At this point, he alluded to the fact that he was not sure where the fuel filter went. I replied that I would be glad to replace the filter for him if he would get out

his tool box and get me the small wrench I would need. The look of bewilderment on his face told me we were in trouble.

"Well," he says, "I don't *have* a tool box." He then turned to his wife and asked her to go back to the towed car and get "*the wrench*." As it turned out, "*the wrench*" was the one they used to secure the tow hitch on the dinghy; it was the only tool on board. Using "*the wrench*" for this job would have been akin to using a sledge hammer to drive a tack. I hadn't yet transferred the tools and junk from my old truck to the new one I was driving so I, too, was without my normal complement of tools.

I offered the suggestion that at my home I had all the tools we would need and a nice motorhome-size level concrete parking pad on which to work or even spend the night if so desired. Added incentives were hookups for water and power plus cold refreshments on this hot day. The only problem lay in negotiating a rather steep hill between our present location and Shangri-la.

My new friend thought that if they unhooked the dinghy he could probably negotiate the hill, albeit rather slowly at his maximum of 25 mph. Off started our caravan with the host in the lead, GMC behind and the dinghy bringing up the rear.

We had a great run at the hill with the GMC roaring along protesting at 25 mph. About two-thirds of the way up the hill, the grade goes from about 10% to some 15% and it was here that I looked back in my rearview mirror to see the GMC faltering to a stop in the outside land of this busy arterial. With horror I helplessly followed the next series of events through my rearview mirror.

As the GMC engine died and lost vacuum brake boost, it stopped, started to coast out of control back down the hill. The following dinghy and a few other surprised motorists skittered out of harm's way.

My quick thinking friend tried to wedge a rear wheel against the curb. Too much momentum... he jumped the curb and slammed into a city-owned, 4" birch on the parking strip. The wounded birch laid over on an extreme angle, perfectly imbedded into the rear bumper between the ladder uprights of the halted coach.

*TO BE CONTINUED... Jack's true tale of Good Samaritan service will be continued in the next issue of GMC Cascader News. Now, don't bug him to tell you the rest of this exciting adventure before the next GMC News reaches your mailbox.*

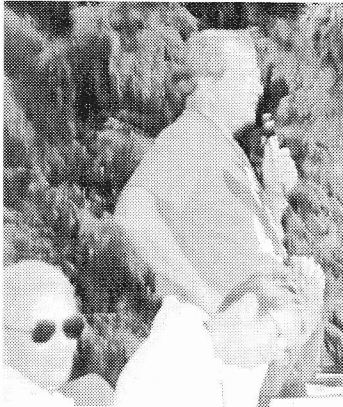


# MINUTES—August 9, 1998

Valley of the Rogue State Park, Grants Pass, Oregon

The meeting began at 9:17 a.m.

**President's Message**—President Terry Morris called the meeting to order following our outdoor breakfast at the Valley of the Rogue State Park on Sunday, August 9, 1998. Terry opened the meeting by thanking the rally committee: Don and Luana Perry, Kryn and Patti Teeuw, Walt and Jerry Krebs and Bud and Sharon Marler. He also thanked them for a great trip down the Rogue River. Terry next introduced first-time rally members: James and Laura Davis, Ted and Barbara Brown and Bob and Christine Dunlap. Guests: Terry and Rolph Anderson, Mike and Judy Cherry of the Saguaro Jetsetters, Larry and Betty Gordon's grandson Matt, Walt and Jerry Krebs' grandson Abe, Larry and Gaynor Calhoun's grandson Brian, and Bob and Elaine Fry's grandson Ben and granddaughter Lindsey. Roland and Ruth Wilbur thanked all for their Lifetime membership in the GMC Cascaders and for the cards Ruth received after her surgery.



and Betty Gordon's grandson Matt, Walt and Jerry Krebs' grandson Abe, Larry and Gaynor Calhoun's grandson Brian, and Bob and Elaine Fry's grandson Ben and granddaughter Lindsey. Roland and Ruth Wilbur thanked all for their Lifetime membership in the GMC Cascaders and for the cards Ruth received after her surgery.

## Attending were:

Denny & Fran Allen  
 Rolf & Terry Anderson  
 Geroge & Carol Baxter  
 John & Louise Balise  
 Larry & Gaynor Calhoun  
 & grandson Brian  
 Mike and Judy Cherry  
 John & Marge Crist  
 Karl Cunningham &  
 Millie McGwil  
 Jack & Cathy Cupples  
 James & Laura Davis  
 Glenn & Ruth Diers  
 Robert & Christiane Dunlap  
 Dolph & Barbara Eberhart  
 Jerry & Pam Eerkes  
 Eldon & Joyce Evans  
 Bill & Mary Lou Foote  
 Ron & Barbara Frum  
 Bob & Elaine Fry & grand-  
 children Ben & Lindsey

Larry & Betty Gordon &  
 grandson Matt  
 Frank & Sally Glemba  
 Ray & Beverly Groth  
 Bill & Pris Hardin  
 Ernie & Nellie Hastie  
 Carl & Helen Hove  
 Gary & Diane Hurst  
 Tim & Cass Jones  
 Chet & Karen Kershaw  
 Walt & Jerry Krebs with  
 grandson Abe  
 Ken Madison  
 Bud & Sharon Marler  
 Jack & Doris Mast  
 John & Lauree Miller  
 Terry & Gloria Morris"  
 Walt Ovens  
 Larry & Virginia Paradis  
 Don & Luana Perry  
 Ken & Becky Ragsdale

Bill & Jessie Rowland  
 Joe & Yvonne Sawtell  
 Ted & Mildred Stanke

Kryn & Patti Teeuw  
 George Wenzek &  
 Sallee Logan  
 Roland & Ruth Wilbur

**Secretary's Report**—Motion to accept the Port Alberni meeting's minutes as published in the newsletter. Motion to approve the minutes as published made by George Baxter (M), seconded by Walt Krebs (S), motion passed (P). Secretary Cass Jones reminded everyone Cascader renewal notices will be mailed in September and are due October 1st. Cascader fiscal year is October through September. Rosters will be mailed after the rally.

**Treasurer's Report**—Club Treasurer Ruth Diers reported a club balance of \$2,382.63. Current membership is 168. We have \$1,479 outstanding for jackets, hats and rallies.

**First Vice President's Report**—Vice President Denny Allen reported for the second month in a row he had not sent out any get-well cards. He has not sent any since April. Denny also requested for the club to let him know of any ailing Cascaders. The photo albums are with the Vice President and to date he has not received any photos to put into the albums.

**Second Vice President's (Wagonmaster's) Report**—Walt Ovens reported the dates for the upcoming rallies. October 2-4, 1998: Leavenworth, WA, Autumn Leaf Festival; December 4-6, 1998: Cannon Beach, OR; mid-February 1999: Pacific Beach, WA; May 14-16, 1999; Sandpoint, ID, "Lost in the 50s"; August 1999: Athena, OR, Caladonia Scottish Festival.

## OLD BUSINESS

Ruth Diers had available club jackets, flags and hats. (Glenn Diers also has belt buckles for sale.)

Newsletter Copy Editor Jack Cupples gave the date of August 19th as deadline for newsletter photos and articles. He apologized for the short time window, explaining that it was due to Editor Pris Hardin going across Canada.

Ken Ragsdale presented the slate of officers for the coming year:

President—Terry Morris  
 First Vice President—Denny Allen  
 Second Vice President—Walt Ovens  
 Treasurer—Ruth Diers  
 Secretary—Cass Jones

Carol Baxter moved that the nominations be closed and the secretary cast a ballot for the slate as presented. (MSP)



Western States Representative Don Perry reported on the upcoming Western States rallies: August 25–31 1998 in Hope, BC; April 20–25, 1999 at Casa de Frutta, Hollister, CA; October 5–10, 1999, Balloon Rally, Albuquerque, NM; Spring 2000 open; September 12–17, 2000, Jackson Hole, WY; and in 2001, Furnace Creek, Death Valley, CA and Durango, CO. Don continued by giving a brief informational talk on Western States: dues \$20 per year and you also receive a valuable tool—the Tech Center Bulletin. If not a member, Don has registration forms.

GMC International Area Vice President George Baxter reported on future rallies: October 11–18, 1998 in Marion, NC; Sprint 1999 at Myrtle Beach, NC; and Fall 1999 at Forest City, IA. George gave information on GMC International membership: dues \$20, newsletter and lots of additional information included. Applications available.

The club secretary also has forms for both organizations.

Our FMCA Representative Ray Groth had no report.

#### NEW BUSINESS

The Rowlands inquired if any members of the club would be interested in having them pursue having a club sweatshirt designed.

Adjournment (MSP) Jack Mast/Carl Hove.

Meeting adjourned at 9:52 a.m.

Respectfully submitted, Cassandra Jones, Secretary.

## How's Cross-Canada, eh?

This newsletter is composing itself as we work our way along the border between Michigan and Ontario. Thanks to the untiring efforts of Jack Cupples, Copy Editor, fine photos and added news have arrived via Priority Mail. And, Cass Jones has once more delivered the minutes via email. Thanks for the work on the home front. If you have received this issue, it means that Jack succeeded in finding a few dedicated Cascaders to help fold and mail the news after we shipped the finished newsletter to him in Washington.

A brief report on Dave Ireland's Cross-Canada Caravan follows. We have braved the wilds of the Canadian Rockies, the Great Plains and the North Woods in fine style. No major breakdowns and no serious unwanted meanders. We are nine coaches strong with our tenth member racing to catch us, at last report. As Baxters, Bovees, Diers, Hardins,

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## Cascader Email Directory

*Our GMC Cascader News Email Directory reports email addresses of newcomers to the internet and changes to existing addresses. Refer to your most recent membership roster for addresses current as of its publication date; incorporate the following into your roster.*

#### NEW LISTINGS:

Paradis, Larry & Virginia ..... VLParadis@aol.com  
Reed, Ed & Mary ..... Rdewmk@aol.com  
Wenzek, George ..... gwenzek@aol.com

If you are willing to add yourself to the list, transmit your email address to:

Pris Hardin, Editor ..... prisbill@proaxis.com  
and to:

Cass Jones ..... timjones@hevanet.com  
for inclusion on the club membership roster.

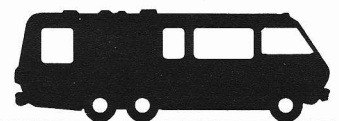
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Hasties, Irelands, Morrisises, Reeds, and Tituses head east, we are becoming a traveling tour de force with patterns of daily schedules and expectations that yield a real team experience. We surely wish the rest of you could be a part of the fun.

The story of the "tenth coach" is that Doug and Elaine Cook's coach, having been repaired following the June rally (see last page of last *GMC News*), chose to trash it's entire engine on the way to the start of the cross-Canada trip! Major efforts at rapid engine replacement put them many days behind. Murphy stood firmly at their sides throughout the process but, with every kind of good luck, Cooks will join us soon.

We are now at Cinnabar Engineering in Sandusky, Michigan. GMC coachwork goes on at a fast pace while our group is hosted royally by Cinnabar staff. Some bodywork is also in progress for Ed Reed who has developed an apparent gall stone problem. We are eagerly awaiting word that Ed is doing well and can rejoin the group. In the meantime, happy trails to the rest of you.

*P.S. A note from the SOB Mothership. Those wonderful signs presented to us at the last rally have come in very handy. We arrive at our evening destinations in small groups... sometimes ahead of Irelands. RV park operators who doubt that the Vectra could possibly be part of the Ireland's GMC caravan agree to let us pass once Pris posts the signs! So, not only are the signs fun but they have served a serious function along the road.*



## GMC Cascaders

Cass Jones, Secretary  
4191 SW Greenleaf Dr  
Portland, OR 97221



Tim & Cassandra Jones  
4191 SW Greenleaf Dr  
Portland OR 97221-3224



Do you ever wonder what you Cascaders look like just before we take the end-of-rally group picture? When I look dismayed at the prospect of ever achieving a tightly grouped bunch of folks who are all looking in relatively the same direction, it's because I have been looking at a scene like the one on the left.

### Rally Schedule 1998-99

DATES	LOCATION	SITE	Hosts
October 2-4	Leavenworth, WA	Autumn Leaf Festival (KOA)	Lennartsons— site arrangements
December 4-6	Cannon Beach, OR	Cannon Beach RV Park	Boys, Kershaws, Thompsons, Sawtells
February 1999	Pacific Beach, WA	TBA	Calhouns and... TBA
May 14-16	Coeur d'Alene, ID	"Lost in the 50s"	Lennartsons and... TBA
July	Athena, OR	Caledonia Scottish Festival	Blodgers and... TBA

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

