



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](http://www.gmcpc.org)



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**FROM BEHIND THE WHEEL** Oct | Nov | Dec 2007

This is my first opportunity to write as President of our club. It is an honor to serve and hopefully our club can stay on course for another year. Jim did a great job keeping us on a positive course and Lord only knows how hard that is. Like driving our GMC's you have to constantly adjust to stay in the groove. The crosswinds, the traffic, the potholes as well as aging steering and other parts, keep you constantly on the alert. Our club is like a GMC going down the road. You have to be alert all the time. The GMC has many parts, some aging and some new. Some never seem to need attention and some are always of concern.



This is renewal season for our membership. Your early renewal is most appreciated to save time, effort, and money, thereby eliminating the need for follow-ups. A club needs to be alert to the needs of the membership and it needs to stay current as well, to attract new members, while retaining existing members. Everyone who has made changes to their coach knows that change is not always what they had hoped for and yet they keep making modifications. When changes work, hopefully the word will spread and likewise when they don't.

As a club we make changes, some good and some not so good. If we don't try we will not make progress and this is not healthy. We have some 170 members and each of us is an individual with wants and needs. Hopefully we can fulfill enough of those wants and needs for the majority of our members and they will invite other GMC owners to join us. Our members, like our coaches are aging and we must make the club attractive to others to keep our membership strong. Sadly we lose members each year. We need to attract about 10% new members just to maintain. Recently Charlie and Terry Edwards sold their coach due to changes in their lives. Ed and Emma Burner had a tree fall on their coach and have decided to sell it. Sadly Russ Ellis lost his wife Barbara earlier this year. There have been others and there will be more. We share their losses and will miss them.

Our knowledge of GMC's is a fabulous asset and passing on information is a major part of our attraction. Our rallies bring us together to exchange information and to enjoy the social aspects of our club. You are our biggest asset and now we need your input to make this an even better club. Please respond to the enclosed questionnaire. I will read each one and hopefully **YOU** will participate in keeping us on course.

Keeping road worthy,  
Lee Nelsen

# YOUR COACH CAN BE FEATURED IN FAMILY MOTOR COACH MAGAZINE

by Jim Rowe

The 30 Year Anniversary of the production of the last GMC is set for 2008. I have been in touch with the Family Motor Coach Association editorial group to determine the possibility of running a feature article in their October 2008 magazine. The article would focus on how the GMC motor home has held up and evolved over the years since production stopped with the 1978 model. FMCA ran an article about four years ago outlining the development of the GMC motor home. My intent is to show how the vehicle has continued to be a most desirable coach with upgrades such as new paint schemes, wheels, tires, instrumentation, wiring, lighting, galleys, revised layouts, improved liveable space and more.

FMCA is in favor to running such an article and has requested an outline. By the time you read this, the outline will have been submitted showing how the coach has evolved. They have requested photographs of upgrades and

a brief description of what each photograph depicts. I will request other GMC organizations and suppliers to participate in submitting photographs and information.

If you would like to participate, please, mail or e-mail photographs and information to me for our FMCA article. The information and photographs will be submitted to our GMC Pacific Cruiser panel, (to be established), The panel will select the material for publication in the FMCA magazine. Hopefully, we can compile a lot of quality items for their review. The **deadline** for submitting your information to me is **April 30, 2008. However, please get started NOW and send me your input as soon as possible. Please contact me at ezride1@earthlink.net, or 909-599-2820.**

A strong FMCA article on GMC coaches will have a favorable impact on sustaining the interest in our coaches.

OCT. 12-15, 2007

## ROLLING ON THE RIVER RALLY

Reported by : **Lee Nelsen**

Suzanne and I rolled into La Paz County Park in Parker, Arizona, a day early, and found that about one third of the registrants already there.

It seems that GMC Pacific Cruisers are getting a little extra time among friends at rallies. Some like the Cerrinas come to lend a helping hand as well as to smooze and enjoy the weather. The Seth's brought their "Sweet Pea" boat to add to the Booth's flotilla of boats to charm and engage the eager attendees. With school in session the River was open for the mature crowd to roar up and down from dam to dam. Of course, occasionally dragging the likes of John Lockwood out of the depths and onto the surface, renewing his skills as a single ski expert. Others were not so lucky as to climb to the surface, instead were going head-first back into the water (no names, but Fin knows who). Nearly 30 coaches circled a grassy area (two coaches didn't make it), for fun, food, camaraderie and surprises of the weekend. Many of us popped aboard a sturdy vehicle for a 5 mile off road ride on washboard dirt roads that lead to a Church with no insides and an oasis with live music, and freely flowing imbibing beverages. Many sturdy members not only pulled themselves up to one of the bars, but also enjoyed Chili Dogs and other tasty foods, as well as purchasing a souvenir t-shirt.

Other brave souls headed to the casino where one among us hit it big and cashed in nearly \$4000. Almost everyone made it back for happy hour for Fin and Mary Bevin's margarita bucket, before dinner. Dinners of course were **GREAT!** Once again, Ralph Mundia worked his magic on a Tri Tip Banquet. **WOW**, Ralph, you just get better each time! After dinner the Lockwood's entertained us with movies of their G rated Barbie movie of their grandchildren. Barbie and friends traveled in their GMC Motor Home. During the great adventure, the motor home did fine, the only mishaps were the Barbie hairdos. The second movie was of rebuilding their cabin in Piru wilderness. The following evening they showed a PG-13 movie of the Burning Man in Nevada.

As always, many volunteered where needed. Monday morning was departure time and reluctantly we pulled out. However, some stayed on for the Run to the Sun Car Rally the following weekend. Ken Booth was always there to drive a bunch of us around, on land and water. Judy prepared a variety of delicious homemade food, what a special treat. **KEN AND JUDY, YOU SURELY KNOW HOW TO THROW A PARTY...THANK YOU AGAIN AND AGAIN!**



# TABLE MOUNTAIN NO RALLY RALLY AUG. 23-26, 2007

by : **Audree Rowe**

This rally may have been the smallest in number of attendees in the history of GMC Pacific Cruisers but it was lacking nothing in any of the other categories—friendship, fun, food and relaxation in a beautiful spot. We knew there were some highway closures because of construction in the rally area and were wondering how to find out about road conditions but we needn't have worried. Jim Peugh sent out driving directions consisting of written instructions highlighted by colored pictures of each intersection where a turn was required. With this kind of care, we could all get spoiled in a hurry.

Some of us were able to get away early and arrived on Thursday. We drove up the steep 10% grade mountain road past Wrightwood and found a lovely campground populated only by the campground hosts and our Rally Hosts, Jim Peugh and Alice-Faye Brown. We had just gotten set up in our spot when the campground host came by and told us that all vehicles had to be "backed in" to facilitate a quick getaway in case of fire. Yikes! The highlight of the afternoon was when Arlene and Dave Cantrell pulled in with their coach sporting a beautiful new multi-toned paint job. That coach definitely sets the new standard for GMC's.

We checked out our goody bags and saw that even though we were in a peacefully remote location, there was an agenda of events happening nearby. The first event was a Wrightwood town BBQ and free concert, so Thursday evening, by consensus, we piled into a couple of cars and headed down into town. It's nice to be reminded that America is still made up of small towns putting on events full of volunteers, families, kids, dogs, and local talent.

Friday morning the rally officially kicked off with, as promised, muffins and hot coffee prepared by our hosts the old-fashioned way – in percolator coffee pots. Dave Cantrell "let slip" the fact that it was Arlene's birthday and we sang and wished her well. We sat around laughing and talking and before long someone said it was lunchtime. Suzanne and Lee Nelsen brought out cheese and succulent fresh peaches from their trees at home and people added to that for a wonderful continental meal. Afterwards the diehards continued to sit and "talk GMC" while others took walks, or

retired to their coaches for the much needed nap. That fresh air will wear you out. Suzanne and Jerry Covington had problems with their coach and had to leave it at home, but showed up in their car with a tent, air mattress, camp stove, and ice chest to enjoy the rally.

During happy hour (wine and snacks were provided by our hosts) the ladies put their heads together and decided to have a pot luck dinner that night so we did. As usual, GMC Pacific Cruisers put out a spread that would do justice to a Las Vegas hotel buffet. Dessert was the birthday cake and whipped cream Arlene had brought and we forced her to listen to a second rendition of "Happy Birthday". Just before we turned in, we walked down the trail to the edge of the campground to enjoy the view of a sky full of stars above and the lights of Antelope Valley below.

On Saturday, coffee and muffins were served. Fire danger is very high this dry year and at the request of the forestry campground host Jim Peugh conducted a round table fire drill by asking each person what they would do if the word came to evacuate immediately. We made light of it, but the danger was real. Then dogs and owners enjoyed walking among the trees in search of perfect pinecones that may be reincarnated as turkey centerpieces at an upcoming rally. After lunch, Jim took a carload of people down to another trailhead to enjoy a guided nature walk given by one of the local forest rangers. By the time they returned, it was happy hour again. Steve and Karen Simon of Upland, California, were our guests. Steve had found our event on the GMC Pacific Cruisers website ([www.gmcpc.org](http://www.gmcpc.org)) and had been invited to bring his coach up and join us. Dinner was a pot-luck repeat. It's obvious GMC Pacific Cruisers don't know what a dish for four people to share might look like.

A few, like the Rowe's, left after dinner because of other commitments, but the lucky ones stayed on for another great sleep in the cool, pine-scented air. Before the weekend was over, the Simons signed up to become the newest Pacific Cruisers. Welcome to them and a big thank you to Jim and Alice-Faye for gathering us together and making us all so comfortable.

## Attendees:

Jim Peugh and Alice-Faye Brown

Lee and Suzanne Nelsen

Miguel Mendez

Jim and Audree Rowe

Jerry and Suzanne Covington

Gerald Bowden

Bob and Karen Lamey

Steve and Karen Simon (guests and new members)

## TUCALOTA SPRINGS RV PARK

Reported by : **Chuck and Mary Botts**

Our setting was an old established park in the Southern California backcountry and foothills of the mountains. It is dry country with many big old live oaks providing shade for many of our GMC's. The campground sits near 2,000 feet just east of the Temecula wine and horse country. Mount Palomar Observatory is due South 15 miles on top of the mountain. The town of Sage was abandoned about 15 years ago and the campground's general store acts as the locals 7-11. Mail service is from Hemet. It does not have the rush, and impatience of our normal Southern California lifestyle. The campgrounds are well maintained by three Camp Hosts. All pets are welcome on a leash or in a cage, but we could hear the coyotes talking to each other at night.

As with most of our rallies, more than half of the members were there before the scheduled sign in time of noon. We signed in, paid a \$5 deposit for our bathhouse key, and walked around to talk with other members. By 4 o'clock, Fin and Mary Beven were serving Margarita's at their coach. This brought most members together to talk, relax, and drink a couple of gallons before the 5 o'clock happy hour started in the clubhouse.

Dinner was lemon herb chicken and tri-tip, yum. The business meeting was postponed to Saturday morning because the Treasurer was detained in traffic. A card was passed around for the Hubler's who lost their second son to the air races. Most members remember him as the man who put in a diesel motor. Dinner was followed by a campfire at the Beven's, for some, while others played games or talked in the clubhouse.

Deluxe breakfast at 8:30 was a meal, with more food than the group could finish off. The extra food was saved for lunch. The business meeting took place following breakfast.

At 10 o'clock there was craft time for the women. They made turkey tea towels. Some people toured the wine country, while others played games, talked about their trips, the changes they had made to their coach, and other things.

4 o'clock brought a repeat of the Beven's Margarita time, followed by 5 o'clock happy hour. Then we had a turkey dinner with all the trimmings. The centerpieces were turkeys made from pinecones with colorful tails. Again, we could not eat all the food the caterer had provided and people were asked to take some home. Games followed in the clubhouse, while the Beven's had another campfire.

Sunday found us eating another deluxe bountiful breakfast. We all thanked Ray and Ellen Gandola and Dave & Arlene Cantrell for a well-organized, fun outing.

The members commented that they enjoyed this rally so much that Mary and I reserved the same spot for next October 3-5. We will have an Oktoberfest with the same caterer serving the breakfasts and dinners. We all had way too much good food in a perfect sized room for our 59 members. We always enjoy good food and good friends, and are planning to do so again.





## GMC MOTOR HOME FLAT TAPPET MOTOR OILS

By **Chuck Botts**

Early motor designs used the method to control valve opening and closing of having a flat-topped cylinder riding against the cam lobe to translate the lobe's profile to open, and a spring to close the valve. This cylinder was called a flat tappet because its contact surface was flat, freeing it to rotate to reduce wear. As higher RPM'S and compression ratios offered more power, valve closure springs were increased in force to enable the tappet to stay in contact with the cam lobe. This high spring load caused more contact pressure on the flat tappet and cam lobe interface creating a lot of metalurgy solutions. Eventually, that higher pressure exceeded the ability of oils to keep the two metal surfaces from wearing out. Enter the ZDDP EP additives (zinc dialkyl dithiophosate) that coated the metal parts, allowing the two metals to slide past each other without breaking through the lubricating film. All flat tappet motors built after the '30's depended on ZDDP EP additives being in the oils.

Today, the new EPA clean air regulations are progressively taking out more of the ZDDP oil additives because the exhausts of the additives degrades the catalytic converters and oxygen sensors operation. Since the mid '90's, all flat tappet motors have been superseded with roller lifters, or overhead cam designs, to eliminate the need for ZDDP additives. The cleanest oils with the consumer-friendly starburst insignia are the worst oils for the GMC Motor Home motors. Diesel oils, which contain ZDDP started, as of September 2007, to remove some of these additives to clean up their exhaust. Watch for the "cleaner" tag on the label.

The last three of the 40 Coop motors remanufactured by Jasper failed within the first hours of operation. Internet searches and talks with people involved with high performance motors uncovered that this was a new failure problem throughout the flat tappet motor world. In the last couple of years, more flat tappet motor re-builders of racing cars, boats, and motorcycles were having failures during the initial motor run-in. Since all three Coop motor failures happened on the west coast, Jim Bounds ask me to talk to the owners and installers to find out what was different about these motor's installations and run-ins that had caused them to fail. At the same time, Jasper, under their warranty to back their motors anywhere in the U.S. had the first failed motor removed and disassembled to find out what had happened, the flat tappet and cam had worn out.

When initial run in failures were proven to be due to the lack of sufficient anti-wear ZDDP additive, Jasper and Jim Bounds made the decision to change the Coop motor design to roller

tappets, eliminating this problem on all new remanufactured motors. This adds \$1,000 to the cost of the Coop remanufactured motor. It is now priced at \$5,500. All three Coop motors will be replaced under Jasper's warranty with new remanufactured motors – with roller tappets.

Historically, if a motor had made it through the initial flat tappet/cam run in, that would no longer be its failure mode. However, that history is based on using oils that contained ZDDP. The problem for GMC Motor Home owners is that there is no historical data of what wear will be once the ZDDP additives are further reduced. Oils that had EP additives in sufficient quantities last year may not have them this year, or maybe the next year, and certainly not in the future. Most oil labels do not indicate the amount of ZDDP, Zinc, or Phosphorous additives, so looking at the container is no assurance that it still has sufficient quantities for your flat tappet motor to survive in the future.

Most high performance cam manufacturers solved the problem by creating, or specifying, oil additives to be added during assembly, and some added a reduced amount at each oil change for flat tappet motors. <http://www.schneidercams.com/Warranty.htm>

Jim Bounds has received a recommendation from Valvoline to use Valvoline VR 1 Racing SAE 40 oil as the best oil for his original flat tappet Coop motor remanufactured by Jasper. This oil has 1,300 PPM of zinc and 1,200 PPM of phosphorous. For older motors with flat tappets, these are the best oils available. Valvoline does not recommend any synthetic oils nor their "Not Street Legal" oil with higher HP additives because it also has less detergents, requiring a 500-mile oil change.

Some GMC Motor Home owners have asked me about living with our more powerful 455 Coop motor. I am still enthused after 13,000 miles of driving. The solution to this initial rapid wear problem by Jasper and Jim Bounds only made me more appreciative of their quick action to solve this problem, not only for future motors, but also for all existing GMC Motor Home owners. If you are looking into a motor replacement or a rebuild, it may be worth investigating the Coop remanufactured motor as one of your options. It offers the following benefits: remanufactured rather than rebuilt, roller tappets, more power for the 455, and a proven warranty across the country. In California, the Coop remanufactured motor can be installed by Miguel Mendez or Jim Kanomata. There are also other installers across the nation being added to the list of installers.

On our last 2,733 mile round trip to the GMCWS rally, we averaged 9.3 mpg on 87 octane/10% ethanol gas going over 4,000' passes. Going up passes, I slowed to 65 so the secondary's wouldn't open at -6" in HG in my light, 10,000 lbs coach. I have yet to use second gear going up any freeway hill. With my final drive of 3.42, the available torque at 70 mph was increased almost 30% over a stock motor and gearing. Go to <http://www.gmcws.org> and select tech info, then Loads, Speed, Motors and Differential Gearing for actual test results.

It looks like the removal of anti-wear ZDDP additives will answer the question the ecologists have been asking on how to get rid of those older, dirty exhaust vehicles. In my opinion, many motors will eliminate themselves because those flat tappets will wear out faster using the newer oils without the ZDDP additives. This article is an effort to delay that result for the GMC Motor Home owners who will take preventive measures. It's just something else we have to pay attention to, to keep our older style motors running longer.

## SPOTLIGHT ON NEW MEMBERS

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

**Howard and Susie Nielsen** – Alpine, Ca.

'74 Canyonlands. Both are retired, were members previously. The Nielsen's are also into hot rods. They have a '50 Chevy pickup and a '48 Chevy convertible.

**April Russell** – Ventura, Ca.

'73 Canyonlands. April is busy working on her coach to get it in top shape.

**Stephen and Karen Simon**

'76 Birchaven with 103,971 miles

Stephen is a Supervisor and Karen a First Grade Teacher. They have owned their coach since 1990 and are members of the Corvair Society of America

**Edwin and Joyce Swafford**

1978 Hughes model, purchased August, 04 with 280393 miles

Edwin (goes by Opie) is a retired Captain from the San Diego Fire Department. Joyce is a Homemaker. Both are happy San Diego residents, interested in GMC's and camping. They have three grown children and seven grandchildren. They perform most of their own work on the motor home.

**Joe and Barbara Weaver** – La Mirada, Ca.

'73 Canyonlands with 122,875 miles. Both are retired, have owned the coach since 1983, and travel extensively across the U.S.

**Gary and Joanne Worobec** – Anza, Ca.

'73 Glacier. Gary is a Director of Product Development and Joanne is a Homemaker. They are desert and off road enthusiasts.

**OUR MEMBERSHIP COUNT IS 173**

### NEWSLETTER SCHEDULE FOR 2008

Publication Dates	March 14	June 30	Aug. 29	Dec. 5
Info to Coordinator	Feb. 22	June 9	Aug. 8	Nov. 13
To Publisher	Feb. 29	June 16	Aug. 15	Nov. 19

## FOR SALE CORNER

1975 GMC PALM BEACH

CONTACT:  
GEAN STRICKLER  
(951)684-2373

GMC   
**PACIFIC CRUISERS** **2008 RALLY SCHEDULE**  
 **CLUB**

**JANUARY 15–23, 2008**

GMC PACIFIC CRUISERS, QUARTZITE, AZ  
 HOSTS: DORRIS AND CHUCK GARTON, KEN AND JUDY BOOTH. PAT AND SHARON CERRINA

**MARCH 30–APRIL 5, 2008**

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

**APRIL 25–27, 2008**

GMC PACIFIC CRUISERS, GO FLY A KITE, MORRO BAY, CA  
 HOSTS: FRED AND CYNTHIA DAVIS

**MAY 1–3, 2008**

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

**JUNE 27–30, 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

NEED HOSTS FOR 2008 - (PLEASE SEE SHARON CERRINA IF YOU WOULD LIKE TO HOST A RALLY)

**GMC**  
**PACIFIC CRUISERS**  
 CLUB

**NEWSLETTER**

DESIGNED AND  
 PRINTED BY  
**IDEAL SERVICES,**  
 San Diego, CA.

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

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## **QUARTZSITE, AZ. January 15 - 23, 2008**

Directions: Highway 10 East to exit 19, Quartzsite Arizona, turn right at Riggins Avenue (the first street) proceed to Kuehn St. right turn; proceed to AZ. 95 (signal) and turn left. Rice Ranch will be on the left. Just after Rice Ranch, BLM Land starts. We should be in sight. The next left is the entrance to BLM Land.

On your own for food, no meetings, just come and have fun, shop, chat, relax, etc. There are no hook-ups, so bring your water tanks full and your holding tanks empty. They have water wagons and honey wagons (for a charge) that come around, at their will.

Bob Lamey, Ed Staal, and Ernie Seth will share their experience with Dutch oven cooking. Bring your Dutch oven and share in the fun of cooking for the group. Please let us know if you want to prepare food so that we can coordinate the meals.

- Tues. Jan 15** – Check-In... 4:00 Happy Hour
- Wed. Jan 16 thru Tues. Jan 22** - Shop, Sit, Chat. **HAPPY HOUR 4:00 pm daily**
- Wed. Jan 23** - Back to reality, long showers, and the remote control

The Tyson Wells Sell-A-Rama will be starting on Friday. It's an unbelievable variety displayed on 2.2 miles of frontage. The R.V. show will be opening on Saturday. It's similar to FMCA with vendors. There are walk-up places to eat. Last year we lucked out with good weather, but, it can be windy, cold, and/or rainy. So come prepared. Bring comfortable shoes for walking.

You can join us for any of the days listed. We're charging \$10.00 per coach for the eight days. Come for one, two or all eight days; the price is the same - **\$10 per coach (or you can stay on BLM site for \$40 for 14 days)**

**Rally Hosts: Chuck & Dorris Garton; Ken & Judy Booth and Pat & Sharon Cerrina.**  
**Registration – must be received by January 8, 2008. Cancellations after January 12, 2008 will not receive a Refund. Send Registration to :Dorris Garton –604 Las Posas Street, Ridgecrest, Ca. 93555 (760) 375-5568 (cell: (760) 271-0206)**

\*\*\*\*\*Cut off and mail with your check\*\*\*\*\*

Name(s) \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State/Zip \_\_\_\_\_

Phone No \_\_\_\_\_ First Rally (Y/N) \_\_\_\_\_ Coach Lic # \_\_\_\_\_ Tow Vehicle Lic # \_\_\_\_\_

AMOUNT ENCLOSED\$ \_\_\_\_\_ email address \_\_\_\_\_



**This is your club and hopefully you will return this survey with your candid input. We want to continue to provide you value and interest and to be responsive to all of our membership.**

What do you want the club to do for you?

- More or less meeting and/or rallies \_\_\_\_\_
- Special functions \_\_\_\_\_
- Information lists (like where can I get it) \_\_\_\_\_
- Who can help me (like the Black list) \_\_\_\_\_

What can you do for the club?

Put on seminars, help at or put on rallies, run for office, help a stranded member, ??????

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What do you want from our Newsletter?

- More news on upcoming events \_\_\_\_\_ Including other clubs events \_\_\_\_\_
- More member insights \_\_\_\_\_
- More tech information \_\_\_\_\_
- More club history \_\_\_\_\_
- Profiles of members past and present \_\_\_\_\_
- More or less pictures \_\_\_\_\_ Of rallies \_\_\_\_\_ of the past \_\_\_\_\_ of coaches \_\_\_\_\_
- Other articles or ideas \_\_\_\_\_

What do you want from rallies?

- More or less rallies \_\_\_\_\_ Longer or shorter rallies \_\_\_\_\_ Mid week or weekend \_\_\_\_\_
- Less expensive rallies \_\_\_\_\_ Rallies that have more tech or less tech \_\_\_\_\_
- More or less catered meals \_\_\_\_\_ More or less side trips or functions \_\_\_\_\_
- Rallies that have a more formal night \_\_\_\_\_ have entertainment \_\_\_\_\_
- Rolling rallies \_\_\_\_\_ Where to have rallies \_\_\_\_\_
- How much should a rally cost? \_\_\_\_\_ How much is too much? \_\_\_\_\_
- Optional extra cost events or everything included \_\_\_\_\_
- Have speakers from our past \_\_\_\_\_ Outside speakers \_\_\_\_\_

Comments: \_\_\_\_\_

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This is just a selection to get you going. Add whatever you want. Fold this and mail it or if you have a lot more, put it in an envelope. It would help if you put your name to it, but if you want to remain anonymous that is ok too. If you would like answers from me or the board or any one, we will try to accomplish that too (but you need to give us your name, address and phone for that). We want to be responsive to the needs of our membership and will try to maintain your trust.

OPTIONAL Name/Address: \_\_\_\_\_

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