



Casino, Cheeses, Hangars and Generators—Spirit Mountain Rally

by Chet Kershaw



Rallying 'round in the Spirit Mountain parking lot—it's not as level as it looks!

Partly cloudy skies and occasional showers greeted the dozen coaches gathered in the south-west parking lot at the Spirit Mountain casino on Friday, February 6th.

A warm welcome from our hosts Dolph and Barb Eberhart set off the rally with an afternoon on our own to get settled in and say our hello's to new arrivals. Dinner and a little bit of gambling occupied the early evening hours for most of us. A few late arrivals came in after dark; everyone had a safe trip down and smiles on their faces.

Minibus ready for boarding (below).



All photos in this issue by Kershaw!

Saturday morning after fruit, coffee and sweet rolls we boarded 2 of the Spirit Mountain mini-busses for a day trip to Tillamook and the Air Museum.

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Cascaders take their greeting chores seriously! Jones greets Hoves (right); Eberhart greets Ovens (left) and



Kershaws greet everyone! (below)



The '40s-style soda fountain at the blimp hangar (right) brought back nostalgic memories to Cascaders beyond a certain age.



NEXT RALLY

DATES	LOCATION	SITE	HOSTS
April 24-26	Tokeland, WA	Bayshore RV	Hoves & Frydenlunds

MORE RALLIES... on back page

GMC CASCADERS NEWS

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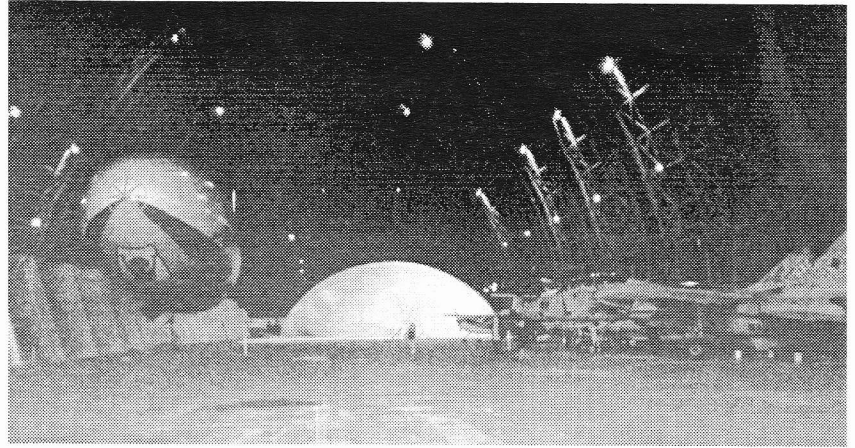
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The GMC Cascader News is published six times annually. GMC motorhome owners from the following states and provinces are eligible to join GMC Cascaders: Alaska, Alberta, British Columbia, Idaho, Montana, Oregon, Washington and Yukon Territory. Contact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

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Cavernous interior of Tillamook blimp hanger (above) has been known to make its own weather!



Among the collection of vintage war craft, a B-24 (left) sparkles and shines.



Not all of the craft at the museum served in the air (above).



Chet takes a close-up look at one of the interpretive plaques (left).

Special thanks to Chet Kershaw for covering the Feb. rally—both text and photos!



Glennie took the corner



The one remaining blimp hangar (*top left*)—fire claimed at least one of the others—is the single largest wooden structure ever built. More amazing, it was erected in 30 days during World War II. They have a fine display of fighters, bombers, trainers and seaplanes fully restored. It is hard to believe that jet fighters of today are larger than many of the bombers from WW II.

George Baxter enlightened several Cascaders who were lucky enough to be on his part of the tour on what it was like to fly several different planes that were on display—he had flown many of their sister ships during his tour in the Navy. One display in the museum was dedicated to the P-38 pilots and their famous flight of April 18, 1943 when they shot down Japanese Admiral Yamamoto. Jim Scolman deserves special tribute at this point. He flew with that group. Jim flew the camera P-38 and is probably the only person who really knows who actually shot Yamamoto down. Jim, get down there and sign your picture in the group photo!

From there we traveled across town for a good lunch and a tour of the Tillamook cheese factory, ...a nice day.

While we were off gallivanting, Don and Luana Perry were back at the casino having lunch with Henry and Lola Abrahams. Perrys reported that the Abrahams are doing well and are planning several trips this spring and summer. Henry and Lola, we're so sorry to have missed you.



The Blue Heron, wine- and cheese-tasting gift emporium (left), is just a couple blocks down the street from the cheese factory.



We lunched at the Tillamook cheese factory (above).

What would a Cascader rally be without a seminar? ...and when you're dry camping how about one on generators? Carl Mudd taught us a good deal about the care, feeding and troubleshooting of the 6KW Onan. Our thanks to Tim Jones and his malfunctioning Genny. Also our

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Thanks to Tim Jones' malfunctioning Genny, Carl Mudd has a fine "model" for his instruction on the 6KW Onan generator.



Gene Snow checked the Kershaw "cycles and volts" while Bill Foote looked on. By the way, if you have any questions about the tech seminars at Spirit Mountain, ask Bill Foote!

Finally, Bill gets the experts to come to HIS coach. Here's Gene Snow checking power in the Foote coach.



At several miles an hour.



Proposed Itinerary for GMC Cascaders

CANADA '98 TOUR

Day 0—August 15

We gather at Clearwater near the entrance to Wells Grey Provincial Park. This large park offers many recreational opportunities, however none of the 88 campsites have hookups. Full facility campgrounds are numerous at the Hwy 5 junction. You may wish to arrive early and explore this park.

Day 1—August 16

Our first day of travel together will take us up the North Thompson River Valley on Hwy 5 to Tete Jaune Cache then east on Hwy 16 to the Mount Robson Provincial Park for our overnight stop. Today's mileage is about 223 miles so you will have lots of time for site seeing, touring, meeting old friends and making new ones.

Day 2—August 17

Today we enter Alberta by travelling east on Hwy 16 to Jasper. Our 229 mile route then turns south following Hwy 93 to Lake Louise and Banff on Hwy 1. There are many en route points of interest. Many find Columbia Ice Fields a must. Here you can walk on a glacier like we did in Alaska!

Day 3 & 4—August 18 & 19

Our route today is only 165 miles to Drumheller and the Royal Tyrell Dinosaur Museum. On the way you will pass through the city of Calgary, home of many special delights. We will spend two nights in Drumheller so you can visit Calgary on the way and have a full day to tour the museum and the dramatically eroded surrounding area.

Day 5—August 20

All rested up, we have 300 miles to lay down today. Saskatoon, Saskatchewan, is the destination. The route is through the prairie grain country. Some say it is flat and featureless; others love it for its own special character.

Day 6—August 21

This day offers several routes to our campground at Moose Jaw. The shortest is about 140 miles. WARNING: Moose Jaw is the home of the RCMP training school. The Western Development Museum (junction of Hwy 2 and TransCanada) looks like a "must see."

Day 7—August 22

Today's destination is Grenfell. The route is 122 miles through Saskatchewan's largest city—Regina. The Museum of Natural History here is highly rated... also the RCMP museum. Grenfell is adjacent to the Qu' Appelle Valley, a remnant of the prairie left from the glacial age.

Day 8—August 23

East is the direction, Hwy 1 is the route for 175 miles to the junction of Manitoba's Hwy 5. Another 17 miles south will bring you to Spruce Woods Provincial Heritage Park, our goal for today.

Day 9—August 24

Today we travel 180 miles through Manitoba's principal city of Winnipeg en route to our overnight at Steinbach. In the city you can tour anything from The Mint to the highly rated Museum of Man and Nature. The Steinbach area offers displays of Mennonite heritage featuring replicas and artifacts from their 120 years in the area.

Day 10—August 25

This day we progress into Ontario for an overnight at Fort Frances. We will start into the Canadian Shield which is some of the oldest rock on the planet. You will see small and large lakes in rocky depressions surrounded by evergreens.

Day 11 & 12—August 26 & 27

This part of our route is still vague. The destination is definitely Sault Ste Marie. We are undecided about whether to go north or south of Lake Superior.

Day 13—August 28

We travel the north shore of Lake Huron today with a destination of South Baymouth on Manitoulin Island. The direct route is 218 miles; the indirect route is your choice.

Day 14—August 29

Today we start with a ferry ride across Georgian Bay to the northern end of the Bruce Peninsula. Our destination is Kincardine on the eastern shore of Lake Huron. The mileage from the ferry landing is 134. You *may* do more than that. There are lots of old roads and places to explore. Great-grandfather Ireland homesteaded here in 1874.

Day 15—August 30

Today we plan to leave Canada to visit a place of mutual importance—Sandusky, Michigan. Wes Caughlin has asked us to drop by, visit the facility and stay overnight (dry camping). Some plug-ins available upon request.

Day 16—August 31

In order to maintain a balance of yin and yang we must now drive south 114 miles to Dearborn, MI, to visit Mr. Ford's museum and heritage village. From here it is only 44 miles to our campsite on Lake Erie at Leamington, Ont.

Day 17—September 1

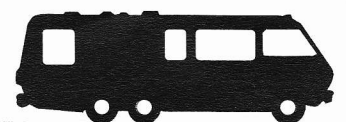
Our route today follows the north shore of Lake Erie to a provincial campground near Dunnville. Again the 186-mile direct route is not necessarily the suggested route. There is much to see and do along the way and Niagara Falls is only 60 miles beyond.

Day 18—September 2

Niagara Falls, if you didn't see it yesterday, today's the day. Take your time. We camp above the falls tonight at Niagara-on-the-Lake.

Day 19—September 3

Another day of low mileage (44) to Hamilton. The attractions here are many: the National Aviation Museum (many working restorations), several period houses, an art gallery of some repute, and the 2000-acre Royal Botanical Garden.



Day 20 & 21—September 4 & 5

Again low mileage (47) but lots to see during our two-night stay in Toronto. Canada's largest city has all the attractions. We have been told to recommend the CN Tower, Royal Ontario Museum, Ontario Science Center, Metro Toronto Zoo, the McMichael's Collection, and the list goes on. Far more than we could see in a week let alone a day.

Day 22—September 6

Back to the bushes... 87 miles is the shortest route to our provincial park campground at Bloomfield near Kingston. Kingston is adjacent to Old Fort Henry, worthy of a detour we're told.

Day 23 & 24—September 7 & 8

Off to Ottawa 160 miles for another two-night stay. This is our nation's capital and has many of the nation's treasures displayed in a first class manner in our National Museums of ...Man, Natural Science, Art, Aviation, Currency, Science & Technology, War, Postal Service.

Day 25, 26, & 27—September 9, 10, & 11

For those who are travelling with us to Newfoundland we now have a three day, 916 mile drive ahead of us to arrive at the Sydney, NS, ferry landing to catch the last ferry of the season to the eastern part of the island. It sails at 3:30 PM on Friday Sept 11. For those not going to Newfoundland you have until Sept 17 to tour and explore before our rendezvous on Cape Breton Island.

Day 28—September 12

This will be our day at sea. Departure at 15:30. Reservations not picked up by one hour before departure will be forfeited. I'm told that the sailings for this route are discontinued at this time of year because the sea becomes too rough for comfortable crossings after this date. ???

Day 29—September 13

It's 80 miles from the Argentia ferry landing to the province's principal city of St. John, location of our overnight campground.

Day 30—September 14

Only 165 miles to Glovertown the closest place to our campground in Terra Nova National Park.

Day 31—September 15

We'll travel 268 miles to Rocky Harbour in Gros Morne National Park on the west coast of the island for another night in the Parks.

Day 32—September 16

Enjoy the 213 miles to the ferry at Port aux Basques for our return to the mainland.

Day 33—September 17

The easy, short ferry ride back to Sydney, NS, and an overnight stay before we begin to explore Nova Scotia

Day 34—September 18

Our landing in Cape Breton island gives us the opportunity to see the area and appreciate its unique Gaelic character.

The Cabot Trail shows us the North Atlantic from the top of 1200 foot cliffs. Before leaving the island the old fort at Louisbourg is a must see, so that will be our overnight.

Day 35—September 19

Halifax is today's destination. The coastal route will be scenic and interesting to drive. Plan on regular stops so your driver can see more than the road. Distance should be around 300 miles.

Day 36—September 20

After your tour of Halifax continue south along the coast to Yarmouth on the southern tip. Distance is 125 miles.

Day 37 & 38—September 21 & 22

Charlottetown, PEI, is today's destination. The route takes us from Yarmouth through Digby and Truro to Pictou. We take the "free" ferry to our overnight—totalling about 350 miles. It's a free ride as we only pay to get off the island. Take day 38 to tour the island's many interesting places.

Day 39—September 23

We leave PEI today via the bridge. Here's where we pay for the free ride we had coming onto the island. We are bound for Alma, New Brunswick, to view the Fundy tides. Distance is 174 miles.

Day 40—September 24

You could get by with driving only 126 miles today but you would miss the city of Saint John and the reversing falls. Our camp tonight is at Kings Landing, an operating restoration representing the life style of the early 1800's.

Day 41—September 25

Today we drive 320 miles to Quebec City for a two night stay in and around the famous, walled city.

Day 42—September 26

It is tour-Quebec-City day. Enjoy the sights, tastes and ambiance.

Day 43—September 27

The Magog/Sherbrook area is today's destination. Plan on at least 200 miles plus any detours you find interesting.

Day 44-46—September 28-30

The end is 83 miles away. We are planning for two days to highlight the city of Montreal. You may wish to take more.

That's our trip as it stands in late February. Your input has been very helpful and more is welcome. If you wish to do some reading about the history, geography, and people of Canada, I have found the green Michelin Tourist Guide on Canada to be thorough and concise. Your bookstore can order it if it's not on their shelves.

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thanks to Gene Snow who checked and reset the cycles and voltage for several of us with his nifty dual-metered checker. He just plugged it into any wall socket and gave us very accurate readings.



Spirit Mountain Casino is growing! The new addition rises to the left of the established facilities (above).



Tim Jones checks the "ride height" while Walt Ovens, Chet Kershaw and You-Know-Who look on (left).

Once more, Cascaders distinguish themselves at the banquet tables (below).



Keeping close tabs on the seminar were: George Baxter, Don Perry, Bill Foote, Chet Kershaw, Terry Morris (bad rectifier), Dolph Eberhart and Walt Ovens. Carl Hove and Bud Sunderland stayed in out of the rain. We are sure that Carl was remembering the beautiful sunrise that only he saw, because his coach was parked backwards from all the rest of us.

By the way a "SHORT NOTE"—We understand that Carl finally located the UNSANFORIZED label that came with his coach "Do Not Wash In Hot Water." (See photo of Carl's coach on page one. That GMC is several feet shorter than many GMCs... 'gotta be caused by that hot-water wash.)

We all enjoyed a magnificent banquet at the casino Saturday night. This rally was small in numbers, but large in camaraderie. We all thank Barbie and Dolph Eberhart for hosting this one.

Sunday morning brought more of that Washington weather (rain) but we had a good business meeting with reports on a full calendar of upcoming rallies. A good share of us at this rally will be going to Las Vegas in March for the GMC International rally, and back to Tokeland in April for our next Cascader gathering. Here's another chance for "meteorologist" Carl Hove to redeem himself; none of us who've been to Tokeland think of it as Dry Camping! Ask Don Perry about footwear.

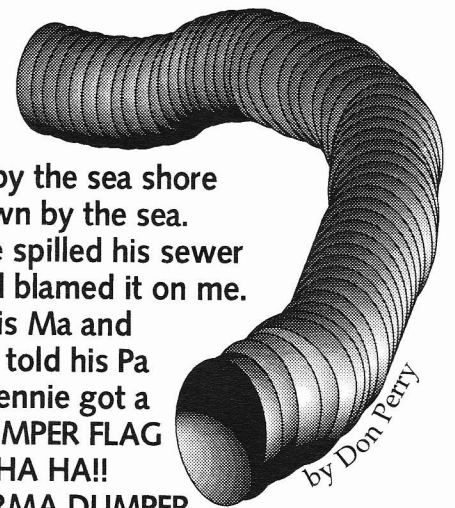
History Lesson—Dumper flags

At a recent Cascader rally, questions came up regarding Dumper flags... where did Dumper flags originate? ...who was the first Dumper? ...and how does one "earn" a Dumper flag?

In 1994, the Perrys were following the Diers on Highway One on the northern California coast when Glenn "earned" the first Dumper Flag. A year or so later, a series of Burma "Dumper" Shave signs were observed in the area of the mishap.

Thanks to Don Perry for capturing the spirit of these signs and passing them on to your editor!

Oh, we did not answer your question about how to earn a Dumper flag? Try having an accident while dumping your waste tank(s). See what happens if you are observed.



**Down by the sea shore
Down by the sea.
Glennie spilled his sewer
And blamed it on me.
I told his Ma and
She told his Pa
And Glennie got a
DUMPER FLAG
So HA HA HA!!
BURMA DUMPER**

by Don Perry

The sewer cap flew off



MINUTES 2/8/98—Grande Ronde, Oregon Spirit Mountain Casino

President's Message—President Terry Morris called the meeting to order following breakfast at the Spirit Mountain Casino on Sunday, February 8. He opened the meeting by thanking the rally committee: Dolph and Barbara Eberhart, Chet and Karen Kershaw, Bill and Mary Lou Foote and Tim and Cass Jones. There were no new members or first-time attendees to introduce.

Secretary's Report—Motion to accept the Cannon Beach meeting's minutes as published in the newsletter. Motion made by George Baxter (M), seconded by Luana Perry (S), motion passed (P).

Treasurer's Report—President Morris reported in Ruth Dier's absence a club balance of \$2,669.31. Club current membership is 155 members. We have \$441 out for new jackets and \$928 out for the Rogue River rally.

First Vice President's Report—President Morris reported for absent Denny Allen that a get-well card was sent to Yvonne Falk for her broken hip, "thank you's" were sent to the December rally committee and a get-well card to Carl Westphal who had six-way bypass surgery. Rosemary Smith had sent a "thank you" to the club for all the sympathy cards she received from club members. Yvonne Falk had also thanked the club for all their kind cards. Walt Ovens, attending the rally, personally thanked the club for the kind acts and words of support he received following Liz's passing. He expressed how wonderful it was to be part of such a club and how he would be on the road with us again.

Second Vice President (Wagonmaster) Report—Carl Hove read the dates for the upcoming rallies: April 24–26 Tokeland, WA; June 14–20 Canadian Rolling Rally; August 7–9 Rogue River; October STILL OPEN—NO VOLUNTEERS YET; December 4–6 Cannon Beach.

Carl then gave his ever famous short preview of the Tokeland rally.

OLD BUSINESS

- Western States representative Don Perry, previewed the Spring rally, April 13–18 at Petaluma, CA. Fall rally will be August 25–31 in Hope, BC.
- GMC International Area Vice President George Baxter reported on the spring roundup in Las Vegas, March 22–28 at Silverton (formerly Boomtown). The rally has been moved to Silverton as they were able

to reserve the entire park, 324 spaces, keeping everyone together. Terry Morris then asked for a show of hands of those attending; he will contact Ralph Luby about trying to get all Cascaders parked together during the rally. Cutoff for GMC International registration is Feb. 25th. Fall rally will be in Marion, NC, starting October 10th. George reported that GMC International has a new web site coming.

- Dave Ireland will soon report on the other Canadian road trip. The trip will begin August 15th.
- Chet Kershaw updated the club on the status of the Portland Swap Meet—no further information received yet. Chet will keep us posted.
- Cass Jones reported Newsletter Copy Editor Jack Cupples has set a deadline of February 20th for contributions to the next newsletter.

NEW BUSINESS—No new business.

Adjournment—(MSP) Mary Lou Foote/Bill Foote.
Meeting adjourned at 10:33 am.

*Respectfully submitted,
Cass Jones, Secretary*

On Monday, the 23rd of February, services were held for Clarence Estridge who died February 18th, 1998 at age 79. Our thoughts and prayers are with Elsie and the family. The next issue of the GMC Cascader News will include a more complete memorial piece.

Cascader Email Directory

As noted in the last issue our GMC Cascader News Email Directory now reports only email addresses of newcomers to the internet and changes to existing addresses. Refer to your most recent membership roster for addresses current as of it's publication date; incorporate the following to your roster.

New listing:

Rhoades, Janie & Bernie RhoArClass@aol.com

Correction:

Neumann, Dick & Phyllis neumann@hwy97.net
—Previously listed as a ".com" suffix; editor's error—

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... see masthead for our email addresses.

And we all got a shower.



GMC Cascaders

Cass Jones, Secretary
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GMC Intl. Info Goes High Tech!

Max Rockafellow has created a web site that promotes the visibility of GMC motorhomes and the business of GMC International in particular. Log on to the site at: <http://www.gmcmi.com> if you have access to the web.

Cascaders who don't have immediate access to the web might find a friend who can show them the site. Search for the address above and look through the information.

At GMC International in Las Vegas, discussion will address whether to dedicate a "page" on the site for each GMC club affiliate. A GMC Cascader page would enable us to share rally schedules, topics of common interest, and our club officers roster among other GMC clubs and other interested parties.

BURMA DUMPER



Rally Schedule 1998

DATES	LOCATION	SITE	HOSTS
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	OPEN—Volunteers needed!		
December 4-6	Cannon Beach, OR	Cannon Beach RV Pari	Boyds, Kershaws, Thompsons, Sawtells

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

