



Classic Chatter



Wayne Alumbaugh

President's Message

We will be having our Halloween judging contest after dinner on Saturday evening at our fall rally and it sure would be great if we could count on last years MC to attend and wear that same outfit. What a great looking pair of legs. Thanks everyone who attended lasts years event at Kerrville for coming up with all those great costumes.

As most of you know we have not had a worship service on Sunday morning before departing the rally site. If any of you would be interested in leading this service or participating please let me know.

Thanks, Charlotte and I look forward to seeing you all at Tyler.

Fall is just around the corner which brings with it our fall rally. The dates are October 23rd thru October 26th at Whispering Pines RV Resort in Tyler, TX. Most of you are aware of this due to the fine job of Debbie Massey (with a little help from Billy) for putting out this information in advance at our last rally and also from early mailings, along with early postings on the GMC Classics web site. Thanks guys for your effort.

I encourage all who have not been to a rally lately to participate, because this rally you don't want to miss. Our hosts have been working hard to make this a fun packed event. Also a committee was appointed by me at our last rally to nominate new officers for 2004. The nominees have been selected and will be presented to you for approval at the fall rally.

Wayne



Officer Nominees for 2004

The appointed nominating committee consisted of Sue Arthur, Joyce Murdock, and Billy Massey. Elections will take place at the Tyler rally. The nominees for the 2004 year are as follows:

President:	Ann Brieger
Vice President:	Lorren White
Secretary:	Charlotte Alumbaugh
Treasurer:	Linwood Arthur
FMCA Rep.	Corky McHaney, National Director Gordon Dunlap, Alt. National Director
Wagon Master:	Otto Schuster
Asst. Wagon Master:	L.D. McWilliams

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Summer Rally 2003 — Alamo Fiesta RV Park , Boerne, Texas

Host's:

Jim & Betty Presley
Byron & Angela Maxwell
Jim & Joann Davis
Harry & Nancy Fulks

First Time Attendees:

Lynn and Dolores Laycock of Houston who have been members, but this is their first rally, and **Ed and Judy Morgan Allen** of Harper. The Allen's just bought their GMC the week before and became members of the Classics at the Rally.

Rally Attendees:

Wayne & Charlotte Alumbaugh
Linwood & Sue Arthur
Phillip Atkisson
Vic & Gwen Ayres
Jerry Barnes
Al & Ann Brieger
Jim & Joanne Davis
Ola and Elgin Dietz and their daughter Linda
Harry & Mattie Driskill
Harry & Nancy Fulks
Marvin & Gay Guelker
Bill and Pat Jacobs
Doran Jones
Tom & Judy Landis
Lynn & Dolores Laycock
Mo, Helen & Karen Lewis
Billy & Debbie Massey
Byron & Angie Maxwell
Bob & Jancie McKnight
L.D. & Johnnie McWilliams
Frank & Henrietta Mueck
Charles & Minnie Myers
Clarence North
Art & Carroll Owens
Joe & Quata Powers
Jim & Betty Presley
Jerry & Francis Reeves

Richard and Martha Rogers
Roland & Janet Schneider
Joe & Pat Summey
Ken & Ruby Thoma
Robbie & Mary Louise Thompson
Bob, Mary, Emeli Tietje
Pnut & Carolyn Tipton
Ann & Tommy Walker
Lorren & Bess White
David Whitenberg & Beth Yolland
Lanny & Billie Young

Washer Pitching Contest:

Congratulations to these winners!

1st Place:

Bess White & Jerry Reeves

2nd Place:

Bob McKnight & Al Brieger



Crafts:

Friday **Mattie Driskill** led a group that made stuffed apples.



On Saturday **Carroll Owens** led a group

that made Christmas ornaments. The ladies had a great time attending these sessions.

Games, Food, & More Games:





By Fred Hudspeth

GMC Classics

TECH EXCHANGE

Alamo Fiesta RV Park —Boerne, TX
July 24-27, 2003

This record of the Tech Exchange is presented as a service to GMC Classics members and guests. Accuracy is not guaranteed. Independent verification is urged.

- **This Edition of the Tech Exchange**

Special thanks to Jim Presley and Billy Massey for assembling and providing material from the tech session for use by Fred Hudspeth in preparing this report for the *Chatter*. Fred and Sharon are away in Alaska each year for the summer.

- **But First - Heads UP!!**

Billy Massey advises that some owners are experiencing an alternator problem that in a few cases has resulted in consequences ranging from wiring harness damage to complete loss of the vehicle due to fire. For more information, don't miss the next rally as we will discuss the problem and how to deal with it. That rally will be at the Whispering Pines RV Park near Tyler 23 –26 October 03. In the meantime, here is picture of one solution to the problem:



- **"Stretch" Coach – Design and Construction**

On Friday, 25 July, Linwood Arthur discussed the design and construction of his and Sue's 29.5 foot "stretch" GMC motorhome. Linwood used a very good set of notes for his presentation and this account of his presentation is based heavily on those notes.



Linwood is on the right.

Coach History:

Linwood said the coach he and Sue bought, a 1976 Transmode, was never used as a motor home. It was used by a clothing salesman who used it to display his wares to his customers. There were closets down the entire driver's side and a table with two chairs on the passenger side. There was no plumbing or DC electric system. It did have an Onan and a 120 volt AC system for lights and two air conditioners. As the speedometer was not working, they were unable to determine the coach's mileage.

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by Fred Hudspeth

Disassembly:

Linwood removed everything from the inside of the coach, including the two roof air conditioners, the driver and passenger seats, all of the windows, the carpet, the headliner and wall coverings. He then hung the body in the ceiling of his shop and removed the engine, transmission and final drive from the frame.

Drive Train:

He rebuilt the engine and transmission and purchased a 3.46 final drive. He also completely rebuilt the front and rear suspension systems and brake system. The rear bogies had to be straightened. He installed larger brake linings on the leading rear wheels. He also installed a true track system.

Changes from Original GMC Motorhome Design:

Linwood added 2 1/2" to the height of the frame by attaching a 2" X 2" tube to the top of the frame and a 1/2" rubber pad along the top of the tube.

This allowed:

- (a) More holding tank capacity
- (b) More fuel tank capacity. (Not a major consideration as he and Sue like to stop at least every two hours any way)
- (c) Less tendency for the extended coach to tail-drag
- (d) Elimination of a "dog house" engine cover to accommodate an Edelbrock aluminum intake manifold and fuel injection system
- (e) More room for 245 R-16 tires.

Linwood and Sue decided on a "stretch" of 42 inches to the coach to accommodate twin beds, a dry shower, additional pantry and closet space and a larger sink. The body material for the "stretch" came from a junk coach. The frame was similarly extended by welding, bolting, fishplating, etc. The rear suspension was moved rearward 20 inches. The rear suspension relocation required the Onan to be moved. It was placed under the sink in a box constructed of aluminum sheeting and insulation, all contained in a wooden box. This also aided in moving the CG forward. Next is a pic of the work in progress:



Note relocation of rear suspension and Onan Genset

Fuel System:

Linwood had two tanks made of 3/16" Aluminum. He moved the front tank forward one bay so as to move center of gravity forward. The front tank holds 25 gallons. He also moved the rear tank forward one bay so as to move C.G. forward. The rear tank holds 40 gallons. The tanks are independent of each other. The main tank (40 gal) feeds the engine and Onan. The reserve tank (25 gal) feeds engine only. Each tank can be selected as desired from the cockpit. The tanks are filled from the original filler spot, but the fuel flows into the top of the tanks as opposed to the side in the original design. This

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by Fred Hudspeth

allows fuel to flow freely into the tanks! An inline electric fuel pump (6-10 GPM) is installed just downstream of the fuel selector valve; this serves as a back up and precaution against vapor lock. Presently, an engine driven fuel pump supplies fuel to a 750CFM Edlebrock carburetor).

Air Suspension System:

Linwood removed both leveling valves and installed block valves and Schrader valves at each air bag (Byron Maxwell's system). The air compressor is the original two cylinder design. The air tank has a five-gallon capacity and was made from a Freon bottle.

He also installed 3 electric (spring-loaded closed) valves. One is downstream of the compressor to prevent bleed back through the compressor. This valve opens only when the pressure switch turns on the compressor. A second valve allows air to the right bag and a third to the left air bag.

There are three air pressure gauges on the coach. One is under the hood near the compressor that reads the total pressure in the tank. A second gauge is in the dash at the air control panel and reads the total pressure in the tank. A third gauge, also mounted in the dash, has two needles. A green needle indicates the pressure in the right bag and a red needle indicates the pressure in the left bag. The air control panel located in the dash and in the same position as the original air control panel and contains:

(a) three position spring-loaded switch: It is OFF at the center position. Pushing left- opens valve to inflate left bag. Pushing right - opens valve to inflate right bag.

(b) Two (2) manually operated Schrader valves, one for each bag to reduce pressure as desired.

With bogie extenders, the pressure in the bags is normally about 75- 80 PSI. The compressor pressure switch is set to turn the compressor on at 65 psi and off at 120 psi.

And finally, the finished product:



- **Basic Electricity and Electrical Troubleshooting**

On Saturday, 26 July, Tom Landis presented a seminar on basic electricity and electrical troubleshooting, including the use of multimeters. He provided a handout to the audience and it is the basis of this accounting of his presentation.

Tom Landis



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He described the design and operation of both analog and digital meters and explained their differences. The digital meter can perform all of the functions of the analog meter and do it more accurately; in addition, the digital meter can measure frequency and temperature.

Tom then described basic electrical circuitry, including that for a simple electrical buzzer and the fundamentals of automotive electrical, battery and ignition systems.

Tom addressed the safety aspects of electricity. In his handout material, it is noted that there are several hundred deaths each year in the United States due to electrical shocks from people coming in contact with 120V and 277V circuits. An electrical shock from as little as 50 volts AC for as little as one second can disrupt the heart's rhythm and cause death in a matter of minutes.

The Institute of Electronic and Electrical Engineers (IEEE) Standard #80 uses a value of 1000 ohms for the human body. Electrons take ALL available paths to ground and one of those is through your 1000 ohm body. Dangerous voltage to the human touch is anything over 30VAC. For a long time, ground rods were relied upon to ground metal parts of an electrical system. Electricians thought these installations were safe "because electricity takes the least resistive path to ground and it bypasses highly resistive paths." That thinking resulted in several deaths. Electricity does take low resistive paths to ground, including the one of least resistance – but it also takes every path available to it, including the human body. Today, properly installed electrical systems have safeguards to prevent electrical shocks – including ground

fault circuit interrupters (GFCIs). They are the only protection device designed to protect people against electrical shock in an electrical system. They are designed to de-energize a circuit quicker than the circuit's overprotective device (i.e., circuit breaker). It is important, however, to press the test feature of the GFCI TO BE SURE IT WORKS!! Never assume a GFCI device is operational until you test it.

Tom closed with a few notes on lightening. The handout material notes that it is nature's most destructive phenomenon. It kills 55% more Americans than tornadoes and 41% more than hurricanes and floods combined. It causes over 80% of all livestock deaths. It is about 30,000 times as fast a bullet. If you get hit directly by lightening, you will never know what hit you. If you see the flash, you know it missed you. A hot strike lasts up to a tenth of a second, has a high amperage and sets fire to flammable materials in its path. . A cold strike is much faster and has a higher voltage in relation to amperage and has an explosive rather than a flammable effect. A large bolt of cold lightening has enough power to lift a 44,000 ton ocean liner six feet into the air!!

Among nature's violent forces, lightening is the only one against which proven protection is readily available and economically affordable. Properly installed lightening arrestors provide the necessary protection for homes and buildings. Installation of lightening protection equipment is NOT a do-it-yourself job. If you would like more information, call the Lightening Protection Institute at 1-800-959-7933.

Your club welcomes your comments and suggestions for Tech Exchange subjects. You are also welcome to make a presentation on a technical subject of your choice. Advise what you would like to present and when. Call or email Fred Hudspeth at 903 509 2495 and fbhtxak@aol.com respectively.

For Sale

1977 Birchaven with 35,500 original miles. It has set up since 1991. I have recently replaced the fuel pump, thermostat, heater hose, and fuel filter. Shortly, I plan on dropping the fuel tanks and replacing the various rubber hoses. It runs GREAT! This is a fixer upper, but not a whole lot is needed. I have the carpet which will be installed shortly, and it needs 6 tires. Asking \$10,000.00, and that is a bargain. Call Tom Rayborn 903-322-5899. E-Mail: tomamd@exmailbox.net

1974 Painted Desert 23 ft. GMC \$5000.00. Rebuilding Project. Coach in Buffalo Gap, Texas. 325-572-3290. Marvin Guelker E-Mail: m.guelker@worldnet.att.net

FMCA Report

Corky Mc Haney, National Director

Gordon Dunlap, Alternate National Director

Greetings from Buffalo, New York

The Dunlap's and us rolled into the Erie County Fair Grounds, in Hamburg, NY, which is a suburb of Buffalo, on Monday, July 14, thinking that the Governing Board Meeting would start the next morning, however, it didn't start until the 16th. We had a wonderful parking spot, had about the only tree and could sit out and watch the coaches come in, parked next to Ben and Sue Loganbill, the South Central VP, the one that visited us in Waco in January. We were parked in walking distance to all the exhibits; however, they did have trams to ride. There was one incident that didn't set too well with us, and that was with the parking crew. When they saw us coming, they stated that maybe they should park those (LITTLE) GMC'S next to the road. The weather was wonderful; it rained some, but only at night, and the temperature was cool, in the upper 50's in the early mornings but warmed up to the upper 60's and lower 70's during the day. We found out that we didn't take enough long pants .

There were about 4,000 coaches there, down some from other rallies, but with the price of fuel, toll roads, and pretty far for some to travel it was a good rally. Not all of the coaches could park at the fairgrounds they had to park at the Buffalo Bills football stadium and be shuttled to the Fairgrounds. Ladies that wasn't all bad, they had to pass by Wal-Mart.

The active membership count as of June 30, 2003, was 127,079 families, and the last membership number assigned was 331111. The average age of the FMCA member is: men - 65 and women - 62.

The revised FMCA Constitution passed with a 95% approval rate from all ballots cast by the membership.

The revised FMCA Bylaws passed with a 93% approval rate from the ballots cast by the Governing Board in January.

FMCA has many good benefits yet they are constantly on the alert for the possibility of new ones. Among those benefits there are three that do not seem to be well known or understood by the membership, or what they entail. These are member benefits that FMCA has purchased for the membership. They are: Emergency Medical Assistance; Deductible and Co-insurance Reimbursement Insurance; and Accidental Death and Dismemberment Insurance. In the Member Benefits Guide in the January, 2003, issue of, FAMILY MOTOR COACHING magazine are articles that will help to explain these benefits and answer some of the questions, you might have.

The Chapter Prize Package has been revised, that are available to each Chapter, for the asking, to be used as door prizes at their rallies.

Now down to the business that took place during the Governing Board Meeting:

80% of all Chapters were in attendance.

The meeting was scheduled for two days, because of the discussion and voting on the new Policies and Procedures, increase in the yearly dues, and the election of National Officers. The new Policies and Procedures were accepted with a few minor changes, and it was voted on and passed to increase the yearly membership dues by \$10, which makes it \$45 for new members the first year, and \$35 for all renewals.

The newly elected National Officers are: President, R.G. Wilson; Sr. Vice President, Donald E. Moore; Secretary, Ginger Painter; Treasurer, Connie Pool.

Tony Innocenti has been elected as the Area Vice President of the South Central Area and will serve as the President of the Six-State Rally Association, Inc.

Future FMCA Rallies: Sept. 29-Oct. 2, 2003, South Central Area Rally at Wichita Falls, TX; FMCA's 71st International Convention, March 16-18, 2004, at Albuquerque, NM; FMCA 's 72nd International Convention, August 17-19, 2004, at Redmond, Oregon, which is the annual Governing Board meeting; Sept. 21-24, 2004, South Central Area Rally at Gonzales, LA.



Just wanted to let the Classics know that Jim has a "new" left knee! He had his replacement surgery on August 27th at Southern Illinois University Medical School in Springfield, IL. Why Illinois? My Mom had very successful knee replacement at age 94 here several years ago and we were very impressed with her care (and great results).

While we were in New York for the FMCA & Monaco Rallies, we did a great deal of volunteering that involved 'standing' which apparently aggravated the 'old' knees. We had planned to visit a number of places in the east before returning to see my elderly (100 & 98 1/2) parents in Illinois..... hence the appointment here.

We have hopes of being able to be back in Texas by mid Oct. as well as be able to attend the Tyler Rally - but of course those are only 'tentative' plans as of now.

Remember, he who Laughs, LASTS!

Peg & Jim Ong

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The GMC Classic's web site was used 4,244 times during the month of August. That's an average of 137 visitors per day by people all over the World. Check out the updates! The address is www.gmcclassics.com

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January Rally

Dates: January 22-25, 2004
Location: Kerrville, TX
Site: Guadalupe River RV Park
<http://www.guadalupevrvresort.com/>

Next Rally

Dates: October 23-26, 2003
Location: Tyler, TX
Site: Whispering Pines RV Resort
Hosts: L.D. & Johnnie McWilliams
 Bob & Janice McKnight
 Charlie & Minnie Myers
 Chloris & Kathryn Ohlhausen

Reservations are due by October 15, 2003

See insert for reservation form, map, and schedule.



The **Classics Chatter** is a quarterly newsletter for the membership of the GMC Classics Motorhome Club. The club is a chapter of the Family Motor Coach Association and primarily draws its membership from Texas, Oklahoma, Louisiana, and Arkansas. Its purpose is to promote the preservation of the GMC Motorhome and to bring its owners together for their exclusive enjoyment and common interest.

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