

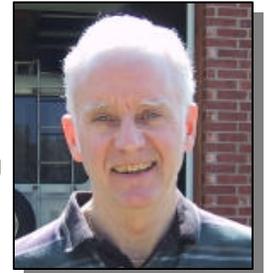


December 2003

Classic Chatter



President's Message



Wayne Alumbaugh

I'm very pleased with the year we all have had with the GMC Classics. Our fall rally at Whispering Pines RV Resort in Tyler, TX, which included our annual Halloween contest, a horseshoe pitching contest, and a golf putting contest, was enjoyed by all. Thanks to our hosts and all of you who made this rally one of the years best. Those of you who missed this rally, well I can only say the Halloween contest was a hoot. But thanks to those of you who took lots of photos and the tireless work of Debbie and Billy Massey many of those precious moments can be viewed at www.GMCClassics.com.

I would like to encourage all of you to be sure and plan to attend our winter rally at Kerrville, TX. where we will be camping along the Guadalupe River. This should prove to be a good setting for the winter rally.

I would like to thank Rosa Barns for being called to lead us in our Sunday morning worship service at Tyler, TX. You inspired us all.

I would like to say thanks to all of you for making this a special year for me and Charlotte. It has been great serving the Classics, and we are looking forward to 2004. We wish each and everyone a great holiday season.

Wayne

Special points of interest

- Fall Rally
- Tech Exchange
- Upcoming Rallies
- Membership Dues
- Horseshoe
- Red Hat Tea

Inside this issue

- Fall Rally Review pg 2
- Tech Exchange pg 3
- Mini Golf pg 7
- Red Hat Tea pg 7
- Upcoming Rallies pg 8
- Membership Dues pg 8
- Urgent News pg 8
- Schedule/Reg. Insert
- Rally Pictures Insert

Next Rally

Dates: **January 22-25, 2004**

Location: **Guadalupe River RV Park**



2605 Junction Highway
 Kerrville, TX 78028
<http://www.guadalupe-river-rv-resort.com/>
 (Wireless Internet available)

Hosts: Ken and Ruby Thoma
 Harry and Nancy Fulks
 Bud Allen and Judy Morgan

See insert for reservation form, map, and schedule.

Reservations are due by January 15, 2004



Season's Greetings



Fall Rally 2003 — Whispering Pines RV Resort — Tyler, Texas

Host's:

L.D. & Johnnie McWilliams
Bob & Janice McKnight
Charlie & Minnie Myers
Chloris & Kathryn Ohlhausen

Attendees: 127**58 Coaches****127 attendees**

(Guests are listed in italics)

Bud Allen and Judy Morgan
Wayne and Charlotte Alumbaugh
Linwood and Sue Arthur
Phillip Atkisson
Vic and Gwen Ayres
Ray and Earlene Baker
Jerry and Rosa Barnes
John and Ellen Brecheen
Al and Ann Brieger
Jim and Joanne Davis
Harry and Mattie Driskell
Gordon and Emmy Dunlap
Frank and Cathy Emshoff
Dock and Lill Feinstein
Buzz Fisher
Sue and Dan Franks
Ivey and Shirley Freeman *(New Member)*
Harry and Nancy Fulks
Marvin and Gay Guelker
James and Redonia Harper
Jean Henderson
Justin Hill
C.L. and Sandra Hood
Fred Hudspeth
Monte and Helen Jestes
Tom and Judy Landis
Ed and Kandy Lilly
A.J. and Catherine Marshall
Billy and Debbie Massey
Byron and Angela Maxwell
Eugene Mazzuranav *(New Member)*
Corky and Vergie McHaney
Bob and Janice McKnight
L.D. and Johnnie McWilliams
Duane and Mary Mead

Al and Eileen Mechana
Frank and Henrietta Mueck
Willard and Joyce Murdock
Robert and Marilyn Musgrove
Charlie and Minnie Myers
C.B. and Kathryn Ohlhausen
Jim and Peg Ong
Art and Carroll Owens
Ernie and Jan Phillips
Jim and Betty Presley
Jerry and Francis Reeves
Ken and LaRosa Rose
Alan and Jois Ross
Ted and Karen Ruppel
Otto and Dora Schuster
Bob and JoAnn Sullivan
Ken and Ruby Thoma
Rob and Mary Louise Thompson
Bob Tietje *(son John Tietje)*
Carolyn Tipton *(James and Nelta Cook)*
Larry and Linda Turner *(grandson Colton)*
Tommy and Ann Walker
Charles and Janice Wersal
Lorren White
David Whittenberg and Beth Yolland
Dave and Janice Wilson
Billy and Lillian Wortham
Lanny and Billie Young

Ann Brieger's relatives: *Rusty and Rudy Anderson, Jim and Sandra Anderson*

Ray Baker's brother and his wife (sorry we did not catch their names)

A great time was had by all who attended the rally. It was great to see **A.J. and Catherine Marshall**. It's been a long time since they were able to attend.



A.J. and Catherine Marshall.

Unbridled Enthusiasm at Horseshoe Pitching Contest

A great deal of enthusiasm was generated during the horseshoe pitching contest. The top 4 teams were to advance to the finals to determine the top 3 teams. ONLY 3 ... oh boy, the pressure was on! The Finals consisted of Bob McKnight and John Tietje vs Charlotte Alumbaugh and Janice Wilson who played for third place. **Charlotte and Janice won and therefore placed third in the contest.** The other teams consisted of Linwood Arthur and Ed Lilly vs Al Brieger and Willard Murdock who played for first and second places. **Linwood and Ed won the title of first place and Al and Willard placed second.**

HOWEVER ... the losers in the match for third place - Bob & John - wanted to see a play-off (just for fun) between the first team - Linwood & Ed vs Charlotte & Janice. *(It was suspected that it was because the girls had beaten them and they wanted them to beat the #1 team).* The crowd agreed and so it got underway.



Sue Arthur and Al Brieger

THEN ... During the playing - with a great burst of vim - vigor & vitality - Bob & John became cheerleaders ... leading the group in some rousing cheers for the girl's team. **BUT**... for a real clincher - on his very next throws - Linwood landed two "ringers" to cinch the fact that they were TRULY the CHAMPIONS!!! (Which, of course, no one had really doubted). A great finish to an exciting afternoon!!



By Fred Hudspeth

GMC Classics

TECH EXCHANGE

Whispering Pines RV Resort — Tyler, TX

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.

• Alternator Field Wiring

Some owners have experienced damage to the electrical harness in which the alternator field and other conductors are located. This damage has been attributed to overheating of the alternator field conductor. This conductor is made of a nickle chromium (Nichrome) material with a specific resistance in pre '77 motorhomes. The resistance is not stated in the service manuals. In the '77/'78 motorhomes, this conductor, while not Nichrome, has resistance of 100 ± 10 ohms. Some owners believe the overheating condition occurs as a result of abnormally high amperage flowing reverse to the normal path. The normal path is from the battery through the ignition switch and alternator status light to the alternator. The reverse flow is said to occur as a result of failure of the alternator or battery isolator. The sequence of events within the alternator, voltage regulator or isolator that results in the reported high reverse amperage has not been defined. Here are a couple of schematics from the service manual showing the circuitry for the alternator and charging system:

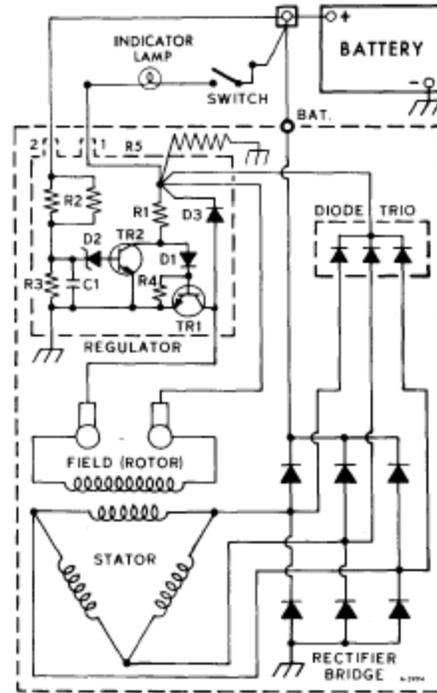


Figure 23—Schematic Diagram of Generating System (Typical)

One owner, Gene Fisher/Florence, Oregon, has devised a wiring modification that he believes will prevent the wiring overheat problem. It consists of an alternator protection cable (APC) that is installed between the alternator T1 and T2 terminals and the OEM plug for the black and brown wires that connect to these terminals. Gene presented a paper on this subject at a recent GMC Western States rally. Following are a few frames from his paper and a picture of the APC:

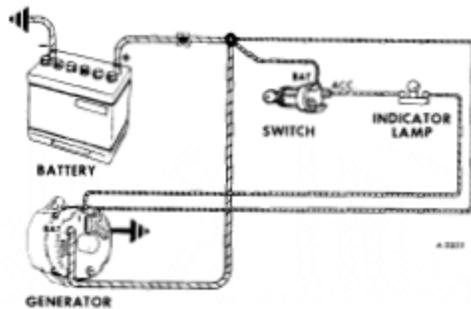


Figure 24—Typical Lead Connections

We Think The APC Will Stop The Problem

- Removes reverse voltage
 - Corrects dim alternator light
 - Light now indicates real problems
 - Protects resistor wire
- Reversible solution
- New connector for alternator

APC Is Easy To Install



To Summarize

- Alternator circuit is not faulty
- Isolator or regulator can burn wires
- Don't cut wires and create problems
- Put on the APC for cheap insurance
- Wires melted? - Replace resistor wire
- Repair depends upon year model



For more details on Gene's paper and the APC, go to <http://www.california.com/~eagle/engine.html#alternator>.

This problem is a major one for those who have experienced it. They and other concerned owners want to help others avoid it. The frequency of the problem thus far, however, appears to be limited as one owner, a long time GM dealer before his recent retirement, said his service department never dealt with such a problem. He notes that the charging system used on the GMC motorhome is conceptually the same as that used on GM vehicles since the industry converted from generators to alternators in the mid-'60s. There have been some "annoyances" with the system reported by some

owners over the years over a wide range of GM vehicles; some of the "annoyances" resulted in the issuance of GM tech service bulletins to address them – but no bulletins addressed "meltdowns". Another owner, a long-time owner of a GMC Motorhome service company, said he had never serviced a GMC Motorhome with this problem. A third owner, an electronics engineer, recently analyzed the charging circuitry and could find no obvious flaws in the design. These owners, including me, are quick to point out that this may be an evolving problem and could be related to the aging of the fleet; their comments reflect only their own experience and are not intended in any way to question the account of those owners who have experienced the problem, other owners who are concerned about the problem, and the remedy devised by one owner.

Note: "the foregoing discussion of this problem is designed to be "fair and balanced". This is the report - you decide".

• Front Wheel Spacers:

Owners of GMC Motorhomes have long complained of the tendency of the vehicle to "chase the ruts" made by trucks on asphalt-based highways. The spacers (see picture below) are designed widen the track of the front wheels to within a fraction of an inch of the rear track. Owners who have installed the spacers report greatly reduced "rut chasing". Several of those owners, however, and others who have not installed them are concerned about the effect of the spacers on the service life of the front wheel bearings. These bearings have long been referred to as the "Achilles heel" of the GMC Motorhome and are likely near their design load limit in the stock configuration. The spacers are believed to substantially increase the bearing load, especially on the outside bearing. Some owners who are engineers have analyzed the bearing design and raised flags of caution on the use of the spacers. Engineering calculations notwithstanding, two owners I know, one an engineer, have elected to install the spacers and do their own field test. One has 9000 miles with the spacers and has found them to meet or exceed the claimed handling benefits; thus far, he has observed no adverse effects. At the regular bearing service interval of 24000 miles (provided he has no problems before then), he will carefully inspect the bearings, hub and knuckle and note any unusual effects from using the spacers. If still within specifications, he will

reuse the bearings and continue with the test. His goal is to determine the service life penalty, if any, from the increased bearing loading. His hope is that the handling benefits will justify the cost of reduced bearing life, if any. I will report service results as I learn them in a later edition of the Tech Exchange.



• Satellite TV:

An increasing number of owners, especially those who are news and financial “junkies”, are using satellite TV in their travels. Almost all report frustration with locking onto the satellites used by their service providers. Sometimes they get lucky and can achieve “lock” quickly; at other times, it seems to take forever to achieve “lock”. There are several systems that lock onto the satellites automatically (some even while in motion); these systems range in cost from \$1000 to more than \$2500 – more than most GMC owners are willing to spend. Among commercially available manual dish support devices, owners report no significant advantage of one over another. Larry Turner devised his own dish support and is pleased with the result. Below are some pictures of his support. It is made of PVC pipe; he uses simple wedges to accomplish leveling. He did not cement the pieces together so the support can be easily and quickly disassembled for storage and travel. Larry notes that it is very inexpensive compared to commercial manual dish supports.

Larry uses the digital satellite finder to aid in achieving satellite lock. He reports much improved performance over analog devices. It, like the analog devices, does not identify the satellites. It simply indicates the strength of the satellite signal being received.



• HEI Distributor Mechanical Advance

According to one owner who services HEI distributors commercially, about half of the distributors that have never been removed for service have poor or non-functioning mechanical advance mechanisms. If your distributor fits that description, he recommends you remove the distributor, disassemble, clean and re-lube. See the service manual for a complete description of the service procedure. This work will substantially “wake-up” the engine if the mechanical advance is not performing properly.

Here is an exploded view of the HEI distributor from the service manual:

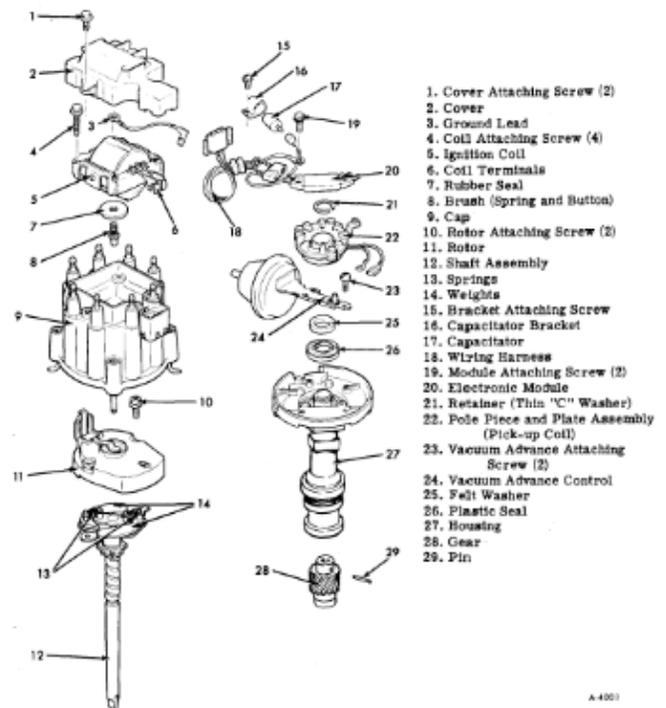


Figure 49—HEI Distributor Exploded View

- **Successor to Goodyear G159 Steelwall Radial Tire:**

Tom Landis reported on the successor to the Goodyear G159 tire that many owners have on their motorhomes. It is the Goodyear G647; it has a load range E rating. Tom bought his tires from Camping World.

Tom Landis reported on the successor to the Goodyear G159 tire that many owners have on their motorhomes. It is the Goodyear G647; it has a load range E rating. Tom bought his tires from Camping World.

Here are a few pictures of the tire:



- **Next Tech Exchange :**

At the Classics Winter Rally in Kerrville, Bob Thompson will talk on motorhome insurance with special emphasis on stated amounts. Jim Davis will comment on drive shaft retaining bolts (*Jim mentioned this to me at Whispering Pines but I forgot to recognize him during the Tech Exchange - my apology, Jim*)

Please make and bring a list of the service and repair issues you would like to have discussed during the Tech Exchange. We will address them as time permits. You are always welcome to lead the discussion or just introduce your issues and "let the debates begin". If you prefer to do neither, advise me and I will bring up your subject(s) as time permits.

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.

Miniature Golf Tournament:



Men:

- 1st Place— **Ivey Freeman**
- 2nd Place— **Linwood Arthur**
- 3rd Place— **Bob McKnight**

Women:

- Johnnie McWilliams**
- Sue Arthur**
- Janice McKnight**



Red Hat Tea:

What a wonderful time all the ladies had while dressed in their finery! About 44 ladies attended the Tea and were treated to some enlightening entertainment by the "boys".



Harry Fulks, Art Owens, and Bob McKnight

Crafts:



On Friday morning, **Carroll Owens** led a craft group of about 28 ladies to make a beaded snowflake.



Saturday morning's crafts was led by **Minnie Myers** who showed them how to make a beautiful GMC etched coffee cup.



Ladies be sure to attend the next Tea ... you never know what **Emmy Dunlap** and her friends have up their sleeves.



"I wanted to let everyone know about the Tea for the January Rally.

We will have the Tea on Friday afternoon at 1:30 p.m. Everyone come wearing purple with a red hat. Please bring your own Tea Cup and a door prize if possible.. We want everyone to win something.

Next October will be a biggie in Uvalde, Tx. We are planning a Pajama Breakfast. Start looking for purple pajamas, gown, or robe. Also the most outlandish house shoes you can find or invent. But remember, you must wear a red hat of some kind. Be creative on this also. We will have a catered breakfast and entertainment. More on that in a later newsletter."

Emmy Dunlap







After supper on Saturday we were treated to the talents of the Clear River Band, a bluegrass/gospel string quartet. Everyone was very impressed. They kept quite a few feet tapping in time to the music as well as people laughing at their antics. Don't miss them if they are ever in your area.



On Friday, most everyone dressed up in their Halloween costumes. Costumes were judged and prized awarded in several different categories. Judges were **Phil Atkisson, Carolyn Tipton, and Sandra Hood.**



"Oh MY!!"

Winners of the contest were:

- Most Original: **Linwood and Sue Arthur**
- Most Beautiful: **Tommy and Ann Walker**
- Cutest Ugly: **Willard and Joyce Murdock**
- Most Unidentifiable: **Al and Ann Brieger**
- Scariest: **Ken and Ruby Thoma**
- Best Thing: **Wayne and Charlotte Alumbaugh**
- Weirdest: **Betty Presley**
- Favorite: **Harry and Nancy Fulks**
- Best Model: **John and Ellen Brecheen**
- Funniest: **Bob McKnight**
- Best of Show: **Larry and Linda Turner and grandson Colton Mayes**



Bob McKnight in his work clothes.
(You just had to be there!)

LAST MINUTE UPDATES:

Lora Lee Howell reports that **Joe** is doing well. His rehab is coming along fine. She wants to thank everyone for the cards, prayers, and concerns.

Peggy Thomas passed away on June 24, 2003. Our heartfelt condolences to **Ed** and his family.



Joyce and Willard Murdock In their "Sundy go ta Meetin" clothes.

Upcoming Rallies



January 22-25, 2004 (Winter Rally)

Guadalupe River RV Resort

Kerrville, TX

Hosts: Ken and Ruby Thoma

Harry and Nancy Fuls



Bud Allen and Judy Morgan

April 29—May 1, 2004 (Spring Rally)

Cedar Oaks RV Resort

Grand Lake of the Cherokees

Grove, Oklahoma

Hosts: Lorren and Bess White

Justin Hill

Uvalde, TX (Tentative) More info at a later date



Membership Dues

Membership dues need to be mailed by January 1, 2004 so the Roster can be printed and ready for delivery at the January Rally. We are excited to be able to include photographs so be sure to include one of you and your spouse with your check. Photo will be returned to you.

Thinking of You!

Marvin Peck has been in the hospital recovering from pneumonia.

Betty Jackson is recovering from a mastectomy.

Joe Howell fell out of a tree and suffered a head injury.

Urgent News!

We are sad to report the passing of four of our Classic members ...

Tom Stanford

Pnut Tipton

Joe Powers

Sarah Fayard



They were friends to all of us and will be greatly missed!

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.

Officers:

President

Wayne Alumbaugh

7000 Glen Hills Rd., Richland Hills, TX 76118

817-595-9068 E-Mail: cwachar@sbcglobal.net

Vice President

Ann Brieger

104 Laurel Ridge, San Marcos, TX 78666

512-392-4789 E-Mail: ab27@swt.edu

Secretary

Ellen Brecheen

540 Rocky Creek Dr., Coldspring, TX 77331

936-653-5454 E-Mail: jabrecheen@msn.com

Treasurer

Linwood Arthur

3400 Firewheel Dr., Flower Mound, TX 75028

972-539-8202 E-Mail: larthur539@aol.com

Wagon Master

Joe Powers

3018 County Road 2160, Iredell, TX 76649

254-364-2416 E-Mail: joequata@webtv.net

Administrator

Billy Massey

HC 30 Post 24 Box 12, Brownwood, TX 76801

325-784-5861 E-Mail: bdbub@gmcclassics.com

FMCA Representatives:

National Director

Corky McHaney

1257 FM 337E, Medina, TX 78055

830-589-2431 E-Mail: jvmchaney@78055.com

Alternate National Director

Gordon Dunlap

510 Brookhollow Dr., White Oak, TX 75693

903-295-6828 E-Mail: emmydunlap@aol.com

And publications:

Newsletter Editor

Debbie Massey

HC30 Post 24 Box 12, Brownwood, TX 76801

325-784-5861

Debbie E-Mail: editor@gmcclassics.com

Billy E-Mail: webmaster@gmcclassics.com

Website:

www.gmcclassics.com

Webmaster

Billy Massey