



Classic

GMC Classics

Chatter



Summer 2004

President's Message

It is a pleasure to be involved in a group where everyone is responding so well to the many areas of the planning and performing of their respective roles - all for the betterment of the GMC Classics.

Our Rally hosts have been doing a lot of planning and arranging for our future rallies - so look for some great things to come.

The By-Laws Committee of **Linwood and Sue Arthur** and **Joanne and Jim Davis** have put together a fine document which was unanimously approved by your Executive Committee. It is now being sent to FMCA for their approval and you will have an opportunity to study and vote on it at the July rally.

You have an outstanding Executive Committee that is working to improve and define responsibilities of the various individuals involved, and to continue to make your GMC Classics a great organization. The Committee voted at the Grove rally to appoint our Technical Seminar Coordinator (**Fred Hudspeth**) as

part of the governing board, so you might be better served by direct input.

I would like to encourage each of you to attend and participate in our rallies because they can fulfill the needs of all of us with:

Excellent Tech sessions - Craft activities - Special events at different locations - and most of all - wonderful Hospitality and Fellowship.

Thanks to our great hosts at Grove, Oklahoma - **Justin Hill, Bess and Lorren White, and Melrose and Glyn Trimble.** Those who could not attend missed a wonderful spaghetti supper, cooked by Justin and his helpers, the "questions and answers" of three of our couples (**Sue and Linwood Arthur, Judy and DeWayne Lugafet, and Debbie and Billy Massey**), led by Lorren, which proved to be hilarious, and, Glyn's very deft handling of the "call to dinner" by tables - made for a memorable rally.



Ann
Brieger,
President

Looking forward to seeing you at the July rally. **Our hosts have a patriotic party planned, so put on your red, white and blue and join us!**

Through the "brains" and collective activities of the members of our organization it is possible for us to continue to enjoy our unique and amazing GMCs. A special "*thank you*" goes to all of those who have laid such a good foundation on which we can build.

See you in Conroe.
Ann



Summer Rally 2004 — Cedar Oaks RV Resort

Host's:

Justin Hill
Lorren & Bess White
Glyn & Melrose Trimble



A very special occurrence took place at our Saturday evening dance when it was discovered that **Marvin and Gay Guelker** had just recently celebrated their 50th wedding anniversary.

Ann asked the band to play the "Anniversary Song" honoring them as they danced. We all watched and enjoyed the demonstration of their love and devotion to each other over the years! Once again, Congratulations, Gay & Marvin!

Rally Attendees:

Linwood & Sue Arthur
Vic & Gwen Ayres
Jerry and Rosa Barnes
John & Ellen Brecheen
Al & Ann Brieger
Darryl & Sylvia Bubar
***Clint & Beverly Davis**
Jim & Joanne Davis
***Ray Doonkeen & family**
Harry & Mattie Driskell
Gordon & Emmy Dunlap
Ron & Sharon Eimen
Harry & Nancy Fulks
Marvin & Gay Guelker
James & Redonia Harper
Justin Hill
Fred & Sharon Hudspeth
Monte & Helen Jestes
***Ed & Jo Ann Johnson**
Mo & Helen Lewis
Ed & Kandy Lilly
DeWayne & Judy Lugafet
Billy & Debbie Massey
Byron & Angela Maxwell
L.D. & Johnnie McWilliams
Willard & Joyce Murdock
Robert & Marilyn Musgrove
Charles & Minnie Myers
Chuck & Kathryn Olhausen
Art & Carroll Owens
Quata Powers and Ron
Don & Donna Redding
Jerry & Francis Reeves
Red & Shirley Tanner **Guests**
***Norman & Margaret Treude**
Glyn & Melrose Trimble
Charles & Janice Wersal
Lorren White
Billy & Lillian Wortham



Red Hat Tea

The Tea was a great success thanks to the leadership of **Emmy Dunlap** and all her worker bees. 37 ladies attended the Friday affair.



Frances Reeves and Carroll Owens ride in style!



Sharon Hudspeth treated the ladies to a reading of the "Warning" by Jenny Joseph.

A group of students from the Grove middle school gave a program in the native Cherokee language. Donations of \$150.00 were gathered to help them fund their trip to Washington, D.C.



Ray Doonkeen had a beautiful lakefront site.



Angela Maxwell won the grand prize, which was assembled and donated by **Frances Reeves**.



Art Owens and Harry Fulks: "Coffee Brigade". What would we do without you guys? Thanks for all you do!



Mattie Driskell displays her hand crafted "Red Hat Bra Purse".



Crafts with **Minnie Myers** — always a hit.

Other Items



Friday night ended with a Bonfire Sing-a-Long.





*Fred Hudspeth
 Technical Seminar Coordinator*

GMC Classics

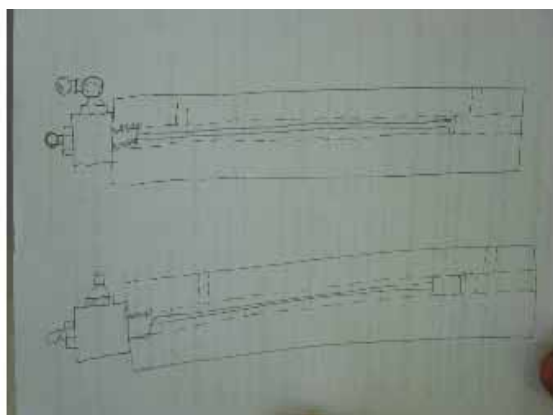
TECH EXCHANGE

**Cedar Oaks RV Resort —Grove, OK
 April 29—May 2, 2004**

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.

Rear Suspension Service:

Charles Wersal described fixtures he fabricated to help insure positive lubrication of the control arm pins. He said that many of the parts he used are available from Fastenall Corporation. The fixtures consist mainly of brass tube fittings, 3/16" steel brake tubing, "O" rings and grease fittings. The cost of the materials was about \$12.50. Here are a few pictures from Charles' presentation:



The longer assembly shown above is inserted into the center of the pin after removing the OEM grease fitting. It is designed to insure positive lubrication of the inside end of the pin. The assembly has an "O" ring fitted to it as shown in the sketch to avoid backflow of the grease toward the outside end of the pin. The shorter assembly is used to lube the outer end of the pin.

Charles noted that GM's prescribed service interval for lubing the pins is 3000 miles. He acknowledged that on several GMC motorhome websites owners recommend 1000 mile intervals. Also, many owners recommend supporting the bogey with a jack, deflating the airbag and articulating the wheel/control

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arm assembly with a lever while pumping grease into the pin fitting. If an owner is certain that both ends of the pins receive grease, the 3000 mile interval is probably OK. The fixtures Charles fabricated help insure that grease is getting to both ends of the pins. Before using the fixtures, it is vital that all coagulated grease, if any, inside the pin bore be removed. That can be done by inserting a drinking straw from a fast food franchise (Arby's is the one most frequently mentioned) into the pin bore to remove the coagulated grease. It is even more important that this be done if NOT using lube fixtures like those Charles described.

Rear Suspension Parts Recall:

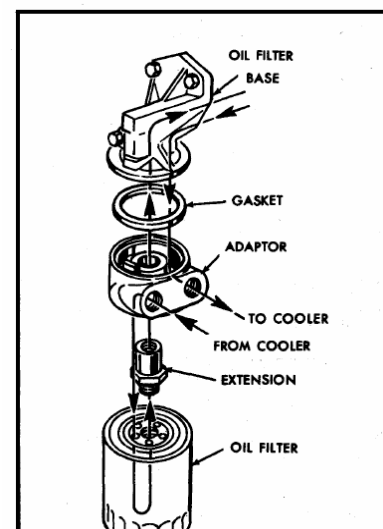
During Charles' presentation, it was noted that there was a tech service bulletin issued which provided for the replacement of 1 ¼" pins used in early production motorhomes (73s and 74s). In that this was a safety recall, any motorhome which still has the small pins is eligible for free replacement at GM dealerships. The replacement pins are 1 ½" in diameter. The recall provided for replacement of not only the 1 ¼" pins but also the rear spindle, brake assemblies, brake drum, etc. A quick means of determining if the parts were replaced in response to the recall is to look at the self centering boss for the wheel. It should have eight notches if the affected parts were replaced. Here is a picture of the hub with four notches indicating that the parts have not been replaced.



(picture from www.california.com/~eagle/rear.html#BOGIE)

Oil Cooler Hose Bypass (emergency):

Ed Lilly commented on action to be taken when oil cooler hoses fail and replacements are not readily available. The engine can be operated at reduced loads without oil cooling. To remove the hoses and the radiator oil cooling section from the circuit, remove the oil filter and the cooler hose adaptor plate as shown in the picture below from the service manual:



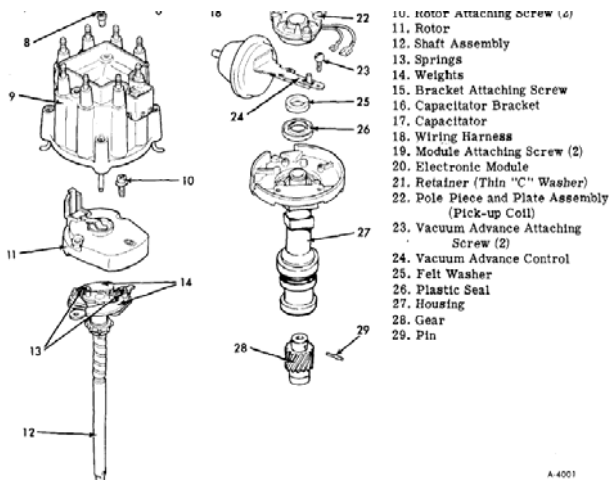
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It was suggested that the gasket below the oil filter base be replaced at about three year intervals. This gasket is subject to intense heat and becomes brittle with time. A gasket from a used oil filter will work.

Faulty Distributor Mechanical Advance Assembly:

The distributor when at full centrifugal advance should be about 16 degrees BTDC with the vacuum advance disconnected. If that advance is not achieved, the base for the centrifugal weights and springs has probably seized to the distributor shaft. When that occurs, it is necessary to remove, disassemble, clean and re-lube the distributor. When the advance mechanism is operating properly, the rotor should turn freely against the resistance of the advance mechanism springs. See the December 2003 Classics "Chatter"/tech exchange; this subject also came up at the Fall 2003 Rally at the Whispering Pines RV Resort.

The illustration below from the service manual shows the parts of the distributor:



General Discussion:

Several subjects, including tires, fusible links, websites, plumbing leaks, etc. were discussed briefly. Members discussed tire failures (1-Goodyear G 159 and 2 – Michellin) but did not feel the failures were a cause for concern for the brands involved. One member accidentally failed the fusible link when mistaking it for a ground while troubleshooting the horn relay. The original link is black and can be easily mistaken for a ground wire if not traced back to the source. Here is picture of the link (it is the conductor through which all current, except starting, passes for the automotive portion of the motorhome):



It is connected between the positive battery cable at the firewall under the passenger side hood panel and the horn relay.

GMC Classics website, www.gmcclassics.com/ hosted by **Billy Massey**, is an excellent place for a wide array of technical information on the GMC Motorhome and Classics general interest subjects. There are many interesting links to other sites. One that was mentioned in particular at Grove was the "Black List". This list

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consists of members who are willing to help GMC motorhome owners when traveling (see details at www.california.com/~eagle/blk1st.html)

Hard Luck Report:

When leaving Grove on Sunday 02 May 04, **Chuck and Kathryn Ohlhausen** of Lindale, TX had traveled about twenty miles when the transmission began to sound as though catastrophic failure was imminent. They were near Vinita, OK and found a place to safely leave the motorhome. **Ed and Jo Ann Johnson**, who also live at Lindale, "rescued" them and took them home. Chuck returned to Venita on Monday 03May and had the motorhome towed to Tulsa to a shop recommended by **Glyn Trimble** and **Bill Bramlett**.

Chuck reports that upon disassembly it was determined that the input shaft bearing had failed. He had the transmission rebuilt with heaviest duty components available, including a GM Allison torque converter. He drove the motorhome home on Friday 14 May 04. It performed normally but the transmission oil temp was about 210F towing a car. It fell, however, to only about 200F when not towing. Chuck said he expected to see about 140F when not towing. He was going to check with the transmission shop to determine if this is normal for the newly rebuilt transmission.

Future Tech Exchange Sessions:

Byron Maxwell will return as host for the Tech Exchange at Lake Conroe/Havens Landing RV Resort, 15 -18 July 04 while I am at my Alaska-summer hangout. I will moderate the tech exchange at the Uvalde Rally, 28 -31 October 04.

At the Uvalde tech exchange, we will discuss operation and maintenance of the motorhome for non-technical members who drive the motorhome only occasionally, if at all.

At Grove, one member requested that we devote a future tech exchange to the operation, maintenance and repair of the air suspension system. He, however, did not feel qualified to lead the session. Please advise your willingness to do this, perhaps at the winter rally (location not yet determined).

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.





Jim Davis helping with the installation of an electronic fuel injection system.



"Hosts Extraordinaire"
Lorren White and Justin Hill. — aka "Oklahoma Playboys"



Angela Maxwell - "Please oh please Byron, it's not THAT much" at the tour of Darryl Starbird's National Rod & Custom Car Hall of Fame.

Kandy Lilly, Judy Lugafet, Ellen Brecheen, and Mattie Driskell in western attire for Saturday night's dance with the "Country Classics Band".



We are really looking forward to the July Rally at Montgomery, Texas (near Conroe). The theme will be patriotic. Our hosts have a lot of fun and good food planned. Don't miss this one!

There will be a contest for the best patriotic decorated coach exterior/site. Let's see how creative you can be! Mattie and I have some great crafts planned. Bring your books for a book exchange. Byron will be filling in for Fred at the Tech Session. We will be treated to a popular local Swing Band on Saturday night. *(Wear your red, white, and blue)*
See you there!

Debbie



NEXT RALLY

Dates: July 15—18, 2004
PATRIOTIC THEME



Decorate your coach exterior & site!

Location: Montgomery, TX (near Conroe)
Site: Havens Landing RV Resort
Hosts: Harry & Mattie Driskell
Jerry & Rosa Barnes
C.L. & Sandra Hood
Jim & Sheri Jackson
Frank & Pam Lucas
David & Jan Wilson

Bring for crafts: Scissors & a pair of thong sandals.

Reservations are due by June 30, 2004

(See inserts for reservation form and schedule.)

FALL RALLY

Dates: Oct. 28-30, 2004
Location: Uvalde, TX
Site: Quail Springs RV Park
Hosts: Tommy and Ann Walker



More information at a later date.



**GMC Motorhomes International
Las Vegas**

The GMC Classics were well represented at the GMC Motorhomes International rally held recently in Las Vegas. Of the 125 couples registered 15 were Classic members. Those attending were Judy and Bud Allen, Ann and Al Brieger, Ellen and John Brecheen, Geri and George Calhoun, Mattie and Harry Driskell, Emmy and Gordon Dunlap, Jaye and Richard Hodges and her sister Kathy Pfeiffer, Sharon and Fred Hudspeth, Helen and M.O. Lewis and their daughter Karen, Virgie and Corky McHaney, Carroll and Art Owens, LaRosa and Ken Rose, Ruby and Ken Thoma, Melvey and Luther Wilkerson, and newcomers Sandy and John Harvey from Los Lunas, New Mexico.

On Thursday evening of the rally the Classics members gathered on the Brieger's patio for a delightful, but windy, "pot luck" supper. Also included were **GMCM** President, Glenn Herzberger and BJ, Administrative Vice President, Ralph Luby and Gail, and incoming Administrative VP Emery Stora and Michelle. The supper ended just in time for everyone to go to the Ice Cream Social.



For Sale



1973 26' Painted Desert - ~32,000 miles, Holly Fuel Injection, Headers, 6- Way Drivers and Passenger Seats, Remodeled Kitchen Cabinets and Countertops, Custom Made Mattress, New Refrigerator, Macerator Pump, Zip Dee Awning, Selling for health reasons. ~32,000 miles, asking \$13,000 Eddie Millican in Springtown, Texas 817-596-7230 (5-26-04)



1976 Glenbrook 26' - Excellent condition with many upgrades. Kept in top condition. \$38,000. Contact Vic Ayres at 972-221-1877 in Lewisville, Texas or email v.ayres@comcast.net. Go to <http://bdub.net/vicayres/> for more pictures and info. (05-19-04)

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 it's membership from Texas, Oklahoma, Louisiana, and Arkansas. It's purpose is to promote the preservation of the GMC Motorhome and to bring it's owners together for their exclusive enjoyment and common interests.

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