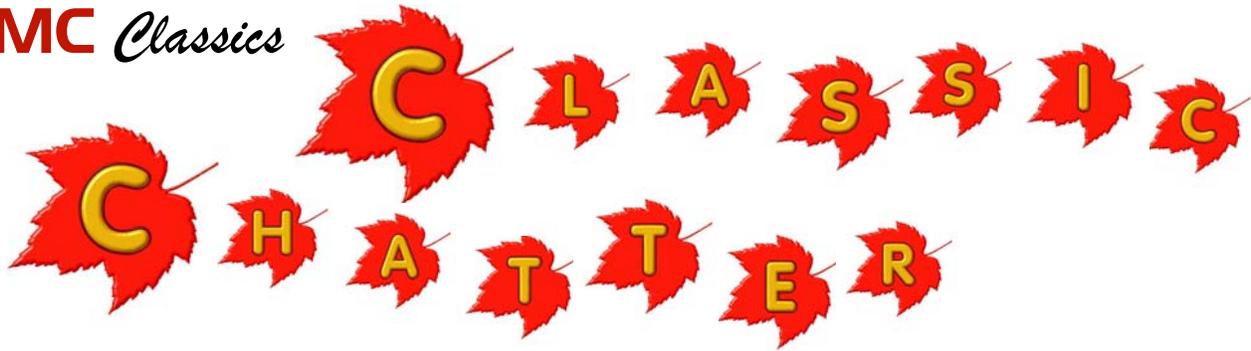


GMC Classics



President's Message

Fall 2004

Red, white and blue was everywhere - from our motor homes to the clubhouse decor to our apparel - Haven's Landing RV Resort in Montgomery was ablaze in patriotic colors at our July rally.

It really felt great to celebrate our patriotism in thankfulness of our many freedoms. Our founding fathers with their wisdom and foresight provided us a great country and we need to continue our support and fight for our rights and privileges.

Speaking of our forefathers, this fall at the Uvalde rally, October 28-31, we will be honoring the "founders" of the GMC Classics. We are sending a special invitation to each of our Charter members, so we may say "thank you", and give them special recognition - for without them, this organization would not exist. We have some fun things planned, not only for our Charter members, but for everyone.

Mark your calendars today and don't miss this very special celebration.

Our hosts for the fall rally, **Anne and Tommy Walker, Virgie and Corky McHaney and Emmy and Gordon Dunlap** have done a great deal of planning to make this a great occasion. The rally will also feature a Technical Bull Session, the usual "swap" meet, along with a session for co-drivers. The ladies Red Hat tea is being replaced by a breakfast, and the men are included - well, just for a short time. Read all about the activities in the "Chatter".

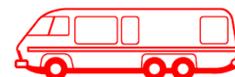
Thanks to our great hosts in Montgomery, **Mattie and Harry Driskell, Rosa and Jerry Barnes, Sandra and C.L. Hood, Sheri and Jim Jackson, Pam and Frank Lucas and Jan and David Wilson.** Their planning and hard work made for a delightful and fun rally.



REMEMBER - we are honoring our Charter members at the fall rally, and if you are able to make only one rally a year - make it this one. I am sure there will be some "story" telling, etc. so you won't want to miss it. We will also elect our officers for 2005, so be sure and attend.

See you in Uvalde, October 28-31. *Ann*

Don't forget the Mini Rally at the **McHaney's** on the way to the fall rally!



Summer Rally 2004 — Havens Landing RV Resort

Host's:

Mattie & Harry Driskell,
Rosa & Jerry Barnes, San-
dra & C.L. Hood, Sheri &
Jim Jackson, Pam & Frank
Lucas, and Jan & David
Wilson.

Rally Attendees:

51 Coaches

Bud Allen & Judy Morgan
Wayne & Charlotte Alum-
baugh
Linwood & Sue Arthur
Phil Atkisson
Ray & Earlene Baker
Jerry & Rosa Barnes
Bill & Bobbie Bramlett
Al & Ann Brieger
Faye Cartwright & guest
Jim & Joanne Davis
Harry & Mattie Driskell
Gordon & Emmy Dunlap
Frank & Cathy Emshoff
Hal Finley
Harry & Nancy Fulks
Marvin & Gay Guelker
James & Redonia Harper
C.L. & Sandra Hood
Jack & Bette Jackson
Jim & Sheri Jackson
Ed & Jo Ann Johnson
Doran Jones
Tom & Judy Landis
Frank & Pam Lucas
Fred & Margaret Mason
(Sheri's parents)
Billy & Debbie Massey
Corky & Virgie McHaney
Bob & Janice McKnight
L.D. & Johnnie McWilliams
Frank & Henrietta Mueck
Willard & Joyce Murdock
Charles & Minnie Myers
Art & Carroll Owens
Marvin & Alice Peck
Tom & Marilyn Phipps
Quata Powers & Ruth Anne
Jim & Betty Presley
Jerry & Francis Reeves

Ken & LaRosa Rose
Richard Roucloux & Jason
Julius & Virginia Roucloux
Emery & Michelle Stora
Larry & Tricia Stroud
Red & Shirley Tanner
Ken & Ruby Thoma
Bob & Mary Lou Thompson
Carolyn Tipton
Norman & Margaret Treude
Larry & Linda Turner
Tommy & Ann Walker
Harold & Marie Westbrook
Lorren White
David & Janice Wilson
Bill & Lillian Wortham
Lanny & Billie Young
David & Janie Zapata

Nominating Committee

Jim Davis, Bob McKnight,
and Frances Reeves -
were appointed as the
nominating committee.

Nominations for 2005:

President
Lorren White
Vice President
Mattie Driskell
Secretary
Charlotte Alumbaugh
Treasurer
Redonia Harper
Wagonmaster
L.D. McWilliams
Assistant Wagonmaster
Jim Jackson
FMCA Rep
Corky McHaney
FMCA Rep Alternate
Gordon Dunlap

Appointed:
Administrator/Webmaster
Billy Massey
Tech Seminar Coord.
Fred Hudspeth
Newsletter Editor
Debbie Massey



" We know we thanked a lot of people, but not sure if we thanked everyone who helped at the rally at Havens Landing. Thanks to everyone! Hope you enjoyed the rally as much as we all enjoyed planning and working to make it a good rally. We enjoyed having **Emery** and **Michelle Stora**, our new administrator of GMCMI, attend our rally. Didn't our pancake breakfast turn out great, thanks to Chef **L.D. McWilliams** and all his great help. They just may get a full time job.



We think the Havens Land-
ing office ladies did a super
job on the patriotic judging
of our GMC's with **1st**
place going to Harry &
Nancy Fulks, 2nd place
Tom & Judy Landis, 3rd
place Willard & Joyce
Murdock and Honor-
able Mention to Art &
Carroll Owens.

Thanks for working so hard
dressing up your GMC's so
patriotically. Didn't every-
body look nice in their patri-
otic outfits Saturday night at
the dance!"

Havvy & Mattie Driskell

CRAFTS

Mattie Driskell led a
group of ladies to craft a
bird or fish made from 2
CDs.



Debbie Massey led a
group of ladies to deco-
rate flip flop sandals.





Fred Hudspeth
Technical Seminar Coordinator

GMC Classics

TECH EXCHANGE

**Havens Landing RV Resort—Conroe, TX
July 16, 2004**

Larry Turner served as moderator and Ken Rose led the presentation.

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.

Ride Height:

Before aligning, the RIDE HEIGHT must be adjusted to specification.

Ride height specifications are from the X7525A GMC Motorhome Maintenance Manual

- Bring all tires to their correct inflation pressure.
- Park on a shop floor that is known to be level and in a single plane.
- Start by adjusting the rear height to 11-11/16" +/- 1/4" from shop floor to top of oval hole in frame rail (rear) to floor, block under frame and deflate the air bags.
- Set the front ride height at 13-1/8" +/- 1/4" from the shop floor to top of oval hole in frame rail (front). (Note: If you have changed front tire size, adjust the specified height accordingly. See note (1) below).

CAUTION: *Avoid stripping the adjusting bolt by first lubricating it, then use the special tool designed to reduce the tension on the bolt. If the torsion bar cannot be adjusted to the correct height, new torsion bar adjusting arms (pork chops) are available. They range from 23°, part # 413686 to lower the front, through 25 1/2°, part # 418352, to moderately raise it. There is also a 28°, part to raise the front even more. Ask your supplier for part number. All are available from Cinnabar and probably others.*

- Re-inflate the rear air bags, remove the blocks and adjust rear ride height to specifications (11-11/16" +/- 1/4") by using the adjustment nut on the height control valve.

Front Alignment:

Take your coach to a trustworthy alignment shop (truck alignment shops are often good) and ask them to set your front to these specifications (per the X7525A manual):

Caster:	+2°
Camber:	Left: 0.5°+(positive) Right: 0.75°+(positive)
Toe:	-1/8" (+/- 1/16")

Rear Alignment:

- Verify that REAR WHEEL BEARINGS are properly adjusted (.001-.005 end play). One recommended way to achieve this is to tighten the nut to 25-30 ft. lbs. Loosen it one turn and then hand tighten the castellated nut. If you cannot tighten it sufficiently to insert the cotter pin, do not use a tool to tighten. Instead, loosen it enough to insert the cotter pin.
- Adjust the PIN AND BUSHING. Tighten the nuts to 80-90 ft. lbs. Loosen and re-tighten to 25-30 ft. lbs. There should be not more than 1/16" endplay.
- Adjust TOE to -1/16". Use shims if necessary. Use a straight edge. Measure tire to frame to determine toe.
- Adjust CAMBER to 0°-1"; 1/2" is most desirable. Use shims.

If toe and camber cannot be adjusted with shims, have the control arm professionally straightened by a good frame shop. Some of those present urged caution: a poor job here can result in a bent frame and/or severe tire wear.

TECH EXCHANGE

Ball Joint Replacement:

The original ball joints were secured with rivets. Replacements are bolted in. When removing the old ones, DO NOT drill out. Use a drill to remove the head then punch it out. Do not enlarge the hole. Re-tighten them several times in the first several thousand miles and at each chassis lubrication. Perhaps a better strategy is to buy new 3/8", grade 8 bolts and a reamer that will permit their installation with minimum play. Ream the holes and install the 3/8" bolts. Also check several times and at each chassis lubrication.

Steering:

Visually inspect the steering assembly beginning at the upper steering shaft.

- Verify that all bolts are in place and tight.
- Inspect the CV joint. Verify that the boot is fully intact. If it is not, you probably need to remove, clean, inspect and if it is OK, re-lube the CV joint. If it is damaged, replace it. Both the boot and joint are still available from GM. They are probably also available from several sources that specialize in parts for the GMC motorhome.
- Inspect the "U" joint. The two parts should freely move up and down in their nylon bushings. There should be not more than .005" rotational play. Replacements are available if needed. Assure yourself there is no other play between the steering wheel and the Steering Gear.
- Steering Gear adjustment is often a problem. Steering Gears can be rebuilt, but excess wear that cannot be overcome is sometimes noted. Salvage yards may be a replacement source. Dodge pickups through 1980 with the gearbox outside the frame have the same steering ratio as the original GMC (2.95 turns lock to lock) and will bolt on. Chevrolet pickups through 1979 will work. Their gear ratio is slightly different; they turn 3.25 revolutions lock to lock. New and rebuilt units are available from

Cinnabar, Caspro and probably other GMC parts sources.

- Control arms: move and inspect for excessive play. Any/all of these parts may need to be replaced.

Ken Rose's Alignment Lock:

Ken Rose reluctantly agreed to demonstrate, show and talk about an alignment locking device which he manufactures and sells. He explained that when installed, it significantly reduces the lateral movement of the rear suspension control arms. Ken pointed out that even miniscule lateral movement causes significant movement of the coach. This has been called "wobble". Some of his customers attest that The Alignment Lock does indeed result in a substantial reduction of "wobble". The device also strengthens the rear control arms, reducing the possibility of bending the control arms when the wheels hit obstructions such as curbs, roadside drop-offs, etc.

XPS Rib Loaded Radius:

Per Michelin's Recreational Vehicle Tire Guide dated 1994

8.75R15.5	Original Equipment size on GMC coaches 13.5"
LT225/75R16	Popular replacement with Alcoa Wheels 13.7" (add 0.2" or 1/8" to all ride height specs.)
LT215/85R16	Another replacement with Alcoa Wheels 14.3" (add 0.8" or 3/4" to all ride height specs.)

For other brands / sizes, check manufacturer's literature or web site.

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.



MY LIFE AS A GMC'ER

By: Virgie McHaney

It was in the middle 80's when life as I had known it changed. In fact it was April 1986, when we purchased our GMC. Now you must understand that this is "OUR" coach not just Corky's.

We picked up our GMC, and were as proud as new parents bringing home a new baby. We stopped and filled the gas tanks only to find there was a little leak, but "That was okay" Corky said, "It can be fixed."

That weekend we were going square dancing in San Antonio. We got dressed in our square dance attire and jumped into the coach. However, we didn't even get out of Medina before a fan belt broke soooo back home we went. Corky's, sister and brother-in-law reassured us that things like that would happen so don't get discouraged.

On Monday Corky went to an auto parts house to get a fan belt. He told them he needed a fan belt for a GMC Motorhome. They asked him if it was a P30 chassis, well this taught us pretty early in the game that you tell them you want parts for an Oldsmobile Tornado 403 or 455. He did get the fan belt and fixed our problem. This was before we got our parts interchange book from GMC International and we had not as yet been to a *Classic's Tech Session*.

In May 1986, we attended the first Classics Rally in Tyler after they were organized in San Antonio in March. It rained and rained and that was when we found out that GMC's don't leak—*much*. It was at this rally that we joined GMC Classics, GMC International, and FMCA, which was the best thing we ever did.

In July 1986, we had everything in pretty good shape and were heading for Lexington, Kentucky to our first GMC International Rally. When we turned on to I-12, just out of Baton Rouge, Louisiana, Corky said, "I think it's time for you to get some practice in driving." I thought if he was brave enough for me to drive I would give it a whirl. I started driving with a little basic instruction from Corky. After I had been driving only a little while Corky kept telling me I was driving too far to the right. I told him that I certainly wasn't, and just as Mario's Andrei's wife told him in a commercial, "I certainly don't tell you how to drive."



Unbeknownst to me he was taking a video through the rearview mirror so he could show me that the white line on the right side of the highway disappeared a lot. When he showed the video to me after we stopped, I stated, "Maybe they just ran out of paint and didn't paint that section of I-12." I continued driving and everything was going pretty well until we headed North on I-59. Low and behold, without much warning, the super slab narrowed down to one, narrow-narrow lane with barricades on both sides for at least 10 miles. By this time Corky had put up the video camera and started praying. The first rest area we came to I pulled in without slowing down. I slid to a stop, threw my hands in the air, and stated "WE MADE IT."

Well Corky decided he had to drive and he didn't ask me to drive anymore on that trip! (hmmm, wonder why?)



Upon arriving at the rally in Lexington, we went to the holding area, which was at the University of Kentucky football stadium. As we drove up, I asked Corky if this was a GMC rally or an Onan rally because every coach had their generator pulled out running. It was hot and we didn't have hookups at the holding area or at the rally site either. I think this was the last time GMC International met, on site, with FMCA.

This rally was before Ken's electric step or the Ragusa step. I thought I was really smart and would be only one with a Rubbermaid step stool. When we arrived at the stadium, I couldn't believe my eyes, there were Rubbermaid step stools at every coach.



Now I have stated it was hot, and this was our first experience of being around so many GMC's. All of a sudden there was an explosion. I was inside the coach and Corky was outside. I ran to the door and screamed, "Are you shot or was that some kind of explosion?" He informed me that it was just an airbag that had blown on a coach.

I finally got my heart to stop racing and it was time for us to move to the Rally site at the Kentucky Horse Park on Sunday. We caravanned to the Horse Park through downtown Lexington. As we were driving along someone came over the CB and asked what was happening with all those GMC's. One of our group came back and stated, "There was a recall on them." Then someone else stated, No we are going to a family reunion." Well in essence I guess we were.

(To Be Continued In the next Classic Chatter)

1st Place Winner



Honorable Mention



3rd Place Winner



2nd Place Winner



RED HATTERS

Big *PAJAMA BREAKFAST*



Uvalde
October 30, 2004
8:00 A.M

Eggs, sausage gravy, and the works for \$7.00.

Some are creating unique ideas for this event.

Dress in your purple pajamas, night gowns, robes, baby dolls, house shoes, and wear a red night cap or hat. Don't forget to bring a door prize!

Our sweethearts (or husbands) are invited for breakfast also 7.00. They will have reserved seating in the back of the room so they can leave before the modeling begins.

We will be modeling *our creations* and some may get a little *risqué*.

See you there for lots of fun and fellowship!

Emmy

First Classic Caravan

June 11-19, 2004
By L.D. McWilliams



The GMC Classics first Classic Caravan turned out more like a rally as each coach arrived separately. The trip began with a disappointment, a catastrophe and, as usual, a breakdown.

The disappointment: Johnnie's sister was planning to go on ahead to Fun Valley and meet us there. When she phoned them for a last minute update, she found that the highway was being widened at Fun Valley and the workmen were blasting the rock wall with some of the rock falling into part of the Fun Valley campground. Much of the campground was closed. The decision was made to change our destination to Cedar Rail RV Park at the top of Raton Pass (**Jim and Joann Davis** used to own it). The elevation there is about 8,000 feet and the weather was great - cool nights and warm days.

The catastrophe: The night before we were leaving for the caravan, **Ed Lilly** phoned to tell me that the front wheel had come off his GMC and that he would be delayed. Unfortunately, **Ed and Kandy** were not able to get the coach repaired in time to make any of the rally.

The breakdown: **Linwood** was coasting along in Textline when his main gas tank emptied. Because he was coasting, he did not hear the engine quit. After he realized that the engine was dead and switched tanks, he was unable to start it again. Eventually, he discovered that the starter had gone out. He was able to get one more start from it with a few well placed taps with a large screwdriver and a couple of well chosen explicatives.

After all arrived at the RV park, things started to look up. The participants were **Linwood and Sue Arthur, Justin Hill, Jim and Joann Davis, L. D. and Johnnie McWilliams and Millar and Marge Conger** (S.O.B. friends of the Arthur's).



For those that did not make the trip, you were missed (and often were the topic of conversation) and you missed a fun time.

All that were there declare that the first Classic Caravan a success.



More photos can be seen at www.gmcclassics.com

NEXT RALLY

Dates: Oct. 28-30, 2004
Location: Uvalde, TX
Site: Quail Springs RV Park
Hosts: Tommy & Ann Walker, Corky & Virgie
 McHaney, Gordon & Emmy Dunlap



Mini Rally — Corky and Virgie's, Tuesday night, Oct. 26.

*Reservations for Uvalde are due
 by October 15, 2004*

(See inserts for reservation form and schedule.)

Future Rallies:

January 20 - 23, 2005 Winter Rally
 Red Willows RV Park
 Chico, Texas

April 14 - 17, 2005 Spring Rally
 Skyline Ranch RV Park
 Bandera, Texas



Albuquerque Caravan

"There are at least 27 Classic GMC Motorhomes scheduled to meet at Santa Rosa, NM on Sunday, October 3, 2004. They will assemble on Monday morning to caravan into Albuquerque to the Fair Grounds where the GMC Western States Rally and Balloon Fiesta is set to begin the next day. This is going to be a traffic stopping, grand event that will be rivaled only by the beautiful hot air balloons in the area. We're looking forward to a great time with the Western State bunch and gawking at all the pretty balloons. There is still time to join up with us. Check it out at gmcclassics.com. Ya'll come!" *Billy Massey*

For Sale

Rebuilt 425 Transmissions

Come with all gaskets and torque converter. Several currently on the road by this same dependable rebuilder in Waco, Texas. \$750.00 Contact John Chappelle at Whitney, Texas 254-694-4473

Custom Built Wood and Leather Steering Wheels

We welcome your inquiries and look forward to supplying you with a steering wheel that will genuinely enhance the classic good looks of your GMC motorhome. Call Tom Whitten, 270-442-1234. Can be seen at www.conceptsteeringwheels.com

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.

Officers:

President Ann Brieger

104 Laurel Ridge, San Marcos, TX 78666
 512-392-4789 E-Mail: ab27@txstate.edu

Vice President Lorren White

9818 Pheasant Lane, Oklahoma City, OK 73162
 405-722-2732 E-Mail: truckins@sbcglobal.net

Secretary Charlotte Alumbaugh

7000 Glen Hills Rd., Richland Hills, TX 76118
 817-595-9068 E-Mail: cwachar@sbcglobal.net

Treasurer Linwood Arthur

3400 Firewheel Dr., Flower Mound, TX 75028
 972-539-8202 E-Mail: larthur539@msn.com

Wagon Master L.D. McWilliams

1612 E. Main, Whitehouse TX 75791
 903-871-2648 E-Mail: wagonmaster@gmcclassics.com

Assistant Wagon Master Chuck Ohlhausen

20740 FM 1804, Lindale, TX 75771
 903-882-3650 E-Mail: cbkao@earthlink.net

Technical Seminar Coordinator Fred Hudspeth

5919 Quail Creek Dr., Tyler, TX 75703-4532
 903-509-2495 E-Mail: fbhtxak@aol.com

Administrator/Webmaster Billy Massey

7110 Forbess Drive, Brownwood, TX 76801
 325-784-5861 E-Mail: bdub@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

Publications:

Newsletter Editor Debbie Massey

7110 Forbess Drive, Brownwood, TX 76801
 325-784-5861 E-Mail: editor@gmcclassics.com

Website: www.gmcclassics.com