



Honoring GMC Classics Charter Members

October 30, 2004, Uvalde, Texas



Standing: Corky and Virgie McHaney, Nancy Fulks, Marvin Peck, Eileen and Al Mechana
Seated: Ken and Ruby Thoma, Harry Fulks, Peg and Jim Ong

Story by **Sharon Hudspeth**.

Think back to 1986. Ronald Reagan was President of the US with George Bush as VP; the space shuttle, Challenger disintegrated on take off; the Chernobyl nuclear disaster occurred in Russia; the movie of the year was "Out of Africa;" the song of the year was "I Want to Teach the World to Sing;" and the NY Mets beat the Boston Red Sox to win the World Series.

The most important event in 1986, though, that

still impacts each of us was the beginning of the GMC Classics chapter. Owners of 25 GMC coaches began this Classics chapter 18 ½ years ago. Tonight we are privileged to honor some of the charter members attending this rally.

They are: **Nancy & Harry Fulks; Virgie & Corky McHaney; Eileen & Al Mechana; Peg & Jim Ong; Marvin & Alice Peck (not present), Ruby & Ken Thoma and Jim and Nancy Rountree (not present).**
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(CHARTER MEMBERS CONT.)

I had an opportunity to talk with each of these people and I asked very specific questions. I had a wonderful time visiting with them and took many pages of notes. *Charter members, if I misstate any facts you told me, it is by accident and you may feel free to correct me.*

Nancy & Harry Faulks in 1973 in San Antonio at an RV Show saw the GMC for the first time. It was a Palm Beach. Harry told Nancy, "One of these years I'm going to own one of those." And in 1980 they purchased a Palm Beach and still have it. Once after a very bad trip with it, they looked at other brand motorhomes, but decided no, they wanted to keep their GMC!

Peg and Jim Ong in 1973 in Dallas at a show saw the GMC for the first time. Several years before they had built a lovely home in Plano for \$35,000. When Peg saw the price tag of \$ 28,000 on the GMC, she turned to Jim and said, "Who in their right mind would pay that much for a camper?" In 1983 they purchased their first GMC, a 23 ft, that was # 16 off the assembly line. It had a generator that sounded like a John Deere tractor and always drew a crowd when they used it so 1 ½ years later they sold it and purchased a 1977 GMC. Because they now live in a motorhome 11 months each year, they no longer have their GMC but have many pictures and fond memories of their travels in their GMC.

Virgie and Corky McHaney lived in Medina. Neighbors and future charter members Andy and Ruth Whitley and friends Jim and Tina Hill already had GMC motorhomes. In 1977 Corky also worked for a GMC dealership in San Antonio and loved demonstrating the GMC motorhome but said "we couldn't afford one. They were \$25,000 to \$26,000. You could get a Class C SOB for \$16,000." One weekend the dealership let Corky take a white Palm Beach home with him. He really felt great driving it! Virgie said the only motorhome Corky ever talked about was the GMC. In 1986 Virgie and Corky got the GMC fever at the same time and purchased the GMC they still have. She said Corky still has the GMC fever!

Eileen and Al Mechana, as members of the Cruising Cajuns, had a Travco but were aware of the GMCs. When they purchased their 1978 Eleganza, it was low mileage and hadn't been used much. They still have it and it is all original except for the shade in the back. It has more than 138,00 miles on it .

Alice and Marvin Peck had a good friend, Bob Kennedy, in Houston that was an Oldsmobile dealer. When GMCs began coming out he got Marvin interested in them. Marvin and Alice's first GMC was only 6 months old and had been used by the Olds dealer for company events. Their next GMC was the one they still own.

Ruby and Ken Thoma were aware of GMCs for a long time. In 1985 in San Antonio they purchased a 23 ft. GMC. It had been completely gutted because it was going to be put on a pole for advertisement outside a dealership. The city said NO! too dangerous – it could fall. The dealership had saved everything that had been stripped out of it. So Ruby and Ken bought the shell and all the parts, took it home and over the next months put it together. In 1987, they purchased the 26 ft GMC they have now.

Nancy and Jim Rountree became aware of GMCs in July 1978 as they were driving their Winnebago across a desert and "GMCs kept blowing my door off as they passed me." That night in an RV park as he was struggling to level his Winnie with boards, a GMC pulled in beside him and immediately had it leveled. Jim said, "I want one of those coaches!" He arrived home on a Wednesday, advertised his Winnie in the newspaper on Thursday, sold it on Saturday and by Tuesday had purchased his first GMC. He has owned many GMCs, redone them, sold them and now is working on a "unique stretch GMC" coach.

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(Charter Members Cont. from Page 2)

How did these GMC owners find other owners and start a chapter?

Many of the Classics charter group were first members of FMCA and GMC Motorhomes International (that began in 1982). Ralph Luby encouraged the GMCMI members that lived in Texas to form a chapter. **Ray Rhodes** and other GMC owners decided to attend the FMCA rally in San Antonio as a GMC group in March 1986. At that time GMCs were allowed to park together. They met and all spent the night on the parking lot of Toys R Us. **Jim Rountree** happened to see the group of GMCs at Toys R Us, stopped and talked to them.

The next day he joined them with his GMC and they went in together to the FMCA rally. They decided at their "mini Toys R Us rally" that they would begin the process to become a GMC chapter. FMCA required a minimum of 22 motorhomes to form a chapter. Because they could not find 22 coaches from Texas, using GMC Motorhomes International membership lists, they expanded it to include OK, LA and AR with TX.

Jim Ong, Ray Rhodes and **Bill Parish** worked many hours and days to get by-laws written and to meet other requirements for establishing the new chapter. They were successful and with the help of others, on May 16, 1986, the first rally was held at Lake Tyler. *It rained and rained and rained!* In fact that first year, every time they had a rally it rained. They considered hiring out the chapter to go to drought stricken areas with the assurance the rain would come with them. Any GMC owner that joined the chapter that first year was considered a charter member. There were 25 GMCs whose owners were charter members.

How was the name GMC Classics selected?

At one of the rallies, everyone submitted a name for the chapter and then the names were voted on. GMC Classics was the name that received the most votes.

Many wonderful memories were made traveling in their GMC.

Peg and Jim Ong had extensively planned and were leading a group of GMCers into Canada through Goose Bay, Newfoundland. They were on their way to Churchill Falls to tour the then largest hydroelectric plant in the world. Jim had been assured the road to Churchill Falls was good for motorhome travel. It turned out to be 180 miles of bladed sand and rock with marshes on each side! They could drive only 8 ½ miles per hour on the "rub board" road. The GMCs were shaking so hard that the grills were falling out! But they kept going only later to come to a partial road wash out. A trucker there had called for road maintainers to come and the washed out area was filled with sand. The truck and the GMCs were pulled through it with chains and they continued on. After other such "experiences" on this road, one lady came to Jim and Peg and asked "Is there a helicopter large enough to come pick up our coach and get us out of here?" She and the others completed the tour and enjoyed it. Along their tour route, the Canadian people were very friendly, helpful and always wanting to talk to the owners wherever they stopped. The Ongs still lead tours for Monaco motorhome groups.

Ruby and Ken Thoma said the Louisiana GMC rally hosted by **Eileen and Al Mechana** was an outstanding experience. Al had gotten an old school bus, reconditioned it inside and out, and put a GMC

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(Charter Members Cont. from Page 3)

Classics banner on the side. All the rally members climbed into the bus and off they went touring parts of Louisiana with Al driving.

As they parked at the Governor's Mansion in Baton Rouge, guards rushed out with guns drawn because Al drove the bus into a restricted lot. When the guards saw Al they stopped, holstered their guns, waved and said, "Oh, it's just Al! Hi, Al." You see, Al was a Captain in the Louisiana State Police and was part of security for Governor Edwards and the legislature and obviously was well known. The GMCers were escorted into the mansion and Governor Edwards came to talk with them as they were served refreshments.

Their next stop was at the Capitol Building. Again Al was recognized by the guards and they were waved on into the building. As they began to exit the elevator on the floor of the governor's office, a guard started to stop them but saw Al and said, "Oh, hi, Al." They were escorted to the governor's office where each one was allowed to sit in the governor's chair and have a picture taken. They next toured several plantations and Al negotiated "no entry fees". They all agreed traveling with Al and Eileen "opened many doors" for the Classics.

Ruby and Ken said another very memorable trip was the GMC caravan to Alaska with other Classic members. That's another great story they can share with us.

Marvin Peck recalled he had carefully created a special design and had it painted onto the sides of his GMC. He was very pleased with the way it looked. At one rally a woman said to him, "Marvin, the design on the side of your coach looks like a chicken head! Why do you have it there?" Marvin said he looked at it, she was right and he had never noticed what she saw. Within a few days he had the "chicken head" design painted over!

Virgie and Corky McHaney shared about the time six GMC coaches were traveling together to a GMCMI rally. Marvin Peck's brakes went out in Tucson and all the coaches pulled over and stopped. All the men were helping repair the brakes when a policeman approached. "Why are you *all* stopped? Does it take this many helpers to get it repaired?" Corky, with a straight face replied, "It takes parts off *all* these GMCs to get *one* running!" The policeman was shaking his head as he turned and left.

Nancy and Harry Fulks were traveling with Virgie and Corky McHaney. The first night out they spent the night at a big truck stop. Corky, having been a trucker, and Virgie were not bothered by sound of the truck engines running all night. It was "music" to their ears. Nancy and Harry, though, were not able to sleep. So now when they travel together they each stay overnight at a different place.

The Classics charter members I talked with said they "would do it all again because we love the GMC people. They are like a family to us. We have laughed together and had fun, shared sorrows, worked as volunteers and officers, hosted rallies, traveled many miles together and yes, many many times repaired our GMCs together. It has opened doors to friendships all over the US and Canada. It has been a long and great journey!"

Our appreciation and many thanks to all the charter members for your foresight in starting this chapter, for your work, time and effort through the years to keep it going. You are great role models for those of us who have come after you. We thank you!

Sharon Hudspeth

Many thanks to Sharon for the very interesting and informative interview.



President's Message

Ann Brieger



As we come to the close of this year, there are a few accomplishments that I would like to highlight. First of all, congratulations to the Bylaws Committee for the completion of a rather laborious procedure in getting the GMC Classics Bylaws accepted by FMCA. We thank them for all of their efforts. Congratulations also go to **Billy** and **Debbie Massey** for placing number 1 and 2 in the FMCA Six State Rally Association's competition for Web Sites and Newsletters.

What a delight it was to honor our Charter Members at our rally in Uvalde. **Sharon Hudspeth** did a marvelous job of interviewing the Charter couples and individuals, and putting together a wonderful program. Thanks Charter Members for having the foresight and desire to begin our Chapter. Our hosts there, **Anne** and **Tommy Walker**, **Virgie** and **Corky McHaney** and **Emmy** and **Gordon Dunlap**, really put on a great rally, and if you missed the mini rally at the McHaney's, too bad. See **Emmy's** report on the wonderful Red Hat Pajama Party.

The year 2004 is fast coming to an end and soon there will be another new beginning for the GMC Classics. In January, a new slate of officers will be taking the helm with wonderful plans and ideas for the future.

You, the Classics' members, are a unique group, always willing to be of help in any way, and nothing is ever too much trouble. It has been a privilege to serve as your president and a wonderful experience to work with so many talented and giving individuals. Thanks for your cooperation; it has truly been a pleasure.

Al joins me in wishing each of you a very Merry Christmas and a Happy New Year! See you in January.



Ann

2005 Officer Nominations



President:	Lorren White
Vice President:	Mattie Driskell
Secretary:	Charlotte Alumbaugh
Treasurer:	Redonia Harper
Wagonmaster:	L.D. McWilliams
Asst. Wagonmaster:	Jim Jackson
FMCA Nat. Director:	Corky McHaney
FMCA Alt. Nat. Dir:	Gordon Dunlap
Appointed:	
Admin./Webmaster:	Billy Massey
Tech Seminar Coord:	Fred Hudspeth
Newsletter Editor:	Debbie Massey

Fall Rally Attendees in Uvalde

Vic & Gwen Ayres	Wayne & Charlotte Alumbaugh
Linwood & Sue Arthur	Ray & Earlene Baker
Jerry & Rosa Barnes	Bill & Bobbie Bramlett
Al & Ann Brieger	Gary & Wilda Cook
Waymond & Jean Davis	Ray Doonkeen and parents
Harry & Mattie Driskell	Gordon & Emmy Dunlap
Frank & Cathy Emshoff	Harry & Nancy Fulks
Marvin & Gay Guelker	James & Redonia Harper
John & Sandra Harvey	Richard & Jaye Hodges
C.L. & Sandra Hood	Fred & Sharon Hudspeth
Ed & Jo Ann Johnson	Ed & Kandy Lilly
Billy & Debbie Massey	Byron & Angela Maxwell
Corky & Virgie McHaney	LD & Johnnie McWilliams
Al & Eileen Mechana	Al & LaJeanne Moore
Frank & Henrietta Mueck	Willard & Joyce Murdock
Charlie & Minnie Myers	Jim & Peg Ong
C.B. & Kathryn Ohlhausen	Art & Carroll Owens
Marvin Peck	Quata & Ron Powers
Jim & Betty Presley	Jerry & Frances Reeves
Ken & LaRosa Rose	Bob & Mary Louis Thompson
Red & Shirley Tanner	Carolyn Tipton and family
Ken & Ruby Thoma	Norman & Margaret Treude
Donald & Rebecca Tracy	Tommy & Ann Walker
Larry & Linda Turner	Lorren & Bess White
Charles & Janice Wersal	Lanny & Billie Young
Dave & Jan Wilson	



MY LIFE AS A GMC'ER

Part 2 of 3 by Virgie McHaney

Things seemed to be going smoothly with our little old GMC, so in October 1986, we went to a Six State Rally, at Fun and Sun, in San Benito, Texas. On our way home on Sunday, just West of Corpus Christi, Corky said, "I think we have a tire separating," so we stopped and checked the tires, which were the original General tires we think only 9 years old. Not seeing anything wrong, off we went. We stopped several more times without finding anything wrong. However just as we were going up a little incline, Corky said a low, "Oh, Oh, there goes the right front." He found a spot to pull over and stop. He then pulled out the tall, red GMC jack from under the couch and preceded to jack up the motorhome. It wanted to roll backwards, so he let it down. I was off looking for some rocks or something we could use to scotch the wheels. He yelled out to me to see what I was looking for. I told him I was looking for some rocks to scotch the wheels to keep it from rolling backwards. He started laughing telling me that I wasn't going to find any rocks in that part of the country. Not to be out done, I went in the coach, brought out four cans of green beans and then scotched the back wheels with the cans. Corky jacked up the motorhome, changed the tire, and we were on our way in a short time. Anything is possible with a GMC. Just laugh and go with the flow.

Thinking everything was in good shape (on my part), we were on our way to another GMC International Rally in Las Vegas with Corky's sister and brother-in-law. Upon arriving in Phoenix the price of gasoline was so cheap that Corky forgot that he wasn't suppose to fill the gas tanks completely full until he looked down and gas was flowing out between the rear bogies. It was a good thing I was still in the coach because he threw \$20 to his brother-in-law while saying, "Pay me out. We have got to go." This wasn't at today's prices because at today's prices \$20 of gas wouldn't have even covered the bottom of the tanks, much less run out. This was before the Interstate through Phoenix was completed, and every stoplight caught us. While we were stopped at one of the lights with gas still running out, a couple pulled up beside us and pointed to the back of our coach and said, "Did you know you are leaking gas?" Corky said, "Yes and please don't throw out a cigarette." We finally burned down enough gas that it stopped leaking. You can guess it, when we got back home Corky dropped the tanks.

Before Corky started selling Thorley exhaust headers we took a trip out West. On our way back home the manifold on the right side cracked. Having very good hearing, I proceeded to tell to him like "Mr. Goodwrench" just how it sounded (psst, psst, psst). Corky told me that I didn't know what I was talking

about. However on Monday Corky went looking for a right-side exhaust manifold. He found one at a junkyard called "Pick-N- Pull" in San Antonio. He drove back to Medina, got his tools, and came back and picked me up from work where I was teaching college. I was dressed in a suit, hose, and heels. Now you remember I have already stated that this was "OUR" coach not just Corky's. With tools in hand we take off for the junkyard. It was pretty hot and here I was all dressed up trying to hold an umbrella to keep the sun off Corky while he was up under the car hood trying to disconnect the exhaust manifold. He succeeded and we took our prize, hoping it wasn't also cracked and we headed home. Corky said that life is much better now that we have the exhaust headers. No more leaks, but I can't say we haven't been back to another junkyard.



In the early 90's Corky had put on a new exhaust system. He did the welding and we went for a test run. When we were about 100 yards from our driveway we heard this noise. I got up, ran to the back of the coach, and yelled out, "Your welding has come loose and the mufflers and tailpipe are dragging." You can imagine just how that went over! He yelled back telling me that it "Wasn't the mufflers and tailpipe. It's the motor." He ran home got, the truck, and I towed him home. Upon further inspection, Corky found that we had popped the head off a valve, which ruined the pistons and cylinders. Well I guess you can say it ruined the engine. He came in the house and announced that "we" were going to change the engine ourselves! He borrowed a hoist to lift the engine out. We took out the dinette, seats, and couch to give us room to work. He then took everything he could off the engine, hoisted the motor up, put a piece of plywood in the coach so we could slide the motor down the plywood to the door. I was helping him guide the motor down and keeping it from rolling off the plywood. We got it to the door and hooked a chain around the motor. He got his backhoe bucket as close to the door as he could without knocking a hole in our coach. It is hard to put a 30" bucket through a 24" door. I hooked the chain to the bucket and out came the motor. I stated, "Well that wasn't so hard." We went to **Gordon and Emmy Dunlap's** in White Oak, Texas, and picked up one of his fine rebuilt 403 engine, which ran for 12 years. We have just changed it out with another Dunlap engine, not because it blew, but just because we thought it was about time. After we got home from picking up our new engine, we reversed our procedure, except I didn't realize that when we took the engine out it was down hill. To get it back in place so we could reinstall the motor, we had to push it uphill. Now that was some tough job, but being resourceful GMC'ers, we huffed and puffed and got it back in place. This might be rather boring, but that is a true story, and that is the way it was!

(To be continued in next issue of Classic Chatter.)



Fred Hudspeth
Technical Seminar Coordinator

GMC Classics

TECH EXCHANGE

Quail Springs RV Park — Uvalde, TX
Oct 28—31, 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.

First, I would like to express sincere thanks to **Byron Maxwell** for writing this column for the last edition of the Chatter. Sharon and I were away, as we are each summer, somewhere on a salmon stream in the wilds of Alaska. So - a tip of the Stetson to you, Byron.

At Uvalde, we had two tech sessions - one for co-drivers (those who drive the GMC motorhome infrequently, if at all) and a second one in our usual format of discussion leader and audience participation. See "Co-driver" Tech Session after "Regular" Tech Session.

"Regular" Tech Session:

John Harvey, Las Lunas, NM, led a discussion on paint technology as it applies to the GMC Motorhome. John is a professional in automotive paintwork, specializing in custom and collector cars. While he has done beautiful paintwork on his own GMC Motorhome, he says he does not offer GMC Motorhome paint work as part of his business.

Here are notes I captured during the discussion:

John reports that Imron and equal quality paints, including the catalysts, is now about \$600/gallon. About three gallons are required to paint a GMC Motorhome. John used an acrylic urethane on his motorhome and says it has excellent resistance to the effects of the sun and is about half the cost of Imron.

Clear-coating is not needed on a single color paint (i.e., not metallic or pearl).

John has had poor success using the abrasive approach in removing aged decals; he recommends using a heat gun and solvent to remove the remaining adhesive.

A Corvette panel repair kit can be used to repair fiberglass panels on the GMC Motorhome. If aluminum needs repairing, use a corresponding aluminum repair kit - similarly for steel etc. "Duraglass" and "Tigerhair" are also used to repair fiberglass panels. Use "Bondo" only in the final finishing process. John emphasized the importance removing all contaminants from the panel to be repaired to insure proper adhesion.

The Eastwood Company is a source for aluminum repair materials. The commercial name is "All Metal Aluminum Bondo". It has resin and aluminum particles in its formulation. Use a self-etching primer on aluminum to be sure paint will adhere properly.

The cost of Imron reflects the environmental regulations that apply to its use. The total cost of Imron and all materials related to its use could approach \$2100 for a GMC Motorhome - again materials only.

Remove silicon sealer with a grease and wax remover.

3M # 5200 was suggested as a sealant product; it is available from marine supply houses and is reported to be much more permanent than ordinary silicone sealants. It cures in about 24 hours and will bond to most materials, except glass. It can be sanded and painted.

Use auto body seam sealer along the motorhome rub rail. John said he makes extensive use of epoxy-based seam sealers in his paintwork. The normal cure time is about 30 minutes.

An economy paint is acrylic enamel. Its life expectancy is about three years when exposed full time to the weather. Any name brand catalyzed acrylic enamel will work well and have long life if the vehicle is kept garaged and exposed infrequently to the elements. Do not pay additional for "baked paint" because the paint cannot be raised to a high enough temperature to get the effect of factory baked paint (that is done on vehicle bodies before any temperature-susceptible items are

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installed). The catalyst in the acrylic enamel accomplishes the same result as factory baked paint. The cost of the paint and associated materials is about 1/4 that of Imron - again materials only.

John concluded with the observation that Chrome illusion (paint that changes color with the direction of viewing) is about \$32/ounce - more than \$1000/gallon!!

The audience enthusiastically thanked John for a very informative and interesting exchange on paint technology.

After a break, the tech session continued with a discussion on possible factors involved in failures of rebuilt engines used in the Motorhome. **Bill Bramlett** agreed to be the discussion coordinator on this subject. He led off by suggesting that the failures are not likely caused by poor machine work or dimensional inaccuracy; today's shop practices and machine tools are superior to those used when the Motorhome was originally built .

Bill recommended that owners be alert to the risks associated with "overtuning" the engines to extract higher performance from them. That can cause higher than design loads on the structural components of the engines (i.e., pistons, wrist pins, connecting rods, bearings, crankshafts, etc). The result is often a premature failure. Bill suggested limiting the total spark advance (sum of vacuum and mechanical advance) to a maximum of 39 degrees for the 455CID engine.

Byron Maxwell said that he learned informally years ago from a member of one of the GM engine design teams that 36 degrees would be a good guideline for the 455 CID engine to avoid inaudible detonation. He said he can see the inaudible knock sensor screen on his computer for his multi-port fuel injection system and adjusts the timing accordingly.

Note: GMC Motorhome Service Manual 7725S for the Federal version of the '77/78 403 CID engine specifies 24 degrees total advance and 40 degrees for the 455 CID engine. These specifications, however, were based on fuels in use at the time of original manufacture and likely would provide for smaller total advance if based on today's fuels.

A timing light that permits the total advance to be

"dialed in" at the correct RPM for total advance yields the most precise result. Two sources for this tool are Craftsman and Snap-On.

Bill cautioned that harmonic balancers can often "slip". When that happens, the top dead center reference point for timing the engine will be displaced. Timing the engine will either be impossible or at best incorrect. Replacement of the balancer is the best remedy but a new TDC point can be established by determining the TDC position of the cylinder used for timing and marking the balancer accordingly .

Tech "Rambles" (post session discoveries and input from owners)

Oil pressure gauge sender part number: Standard PS154 sub number P3A (from **Chuck Ohlhausen**).

"Dirty power" from OEM alternators can damage aftermarket multiport injection system engine management computers (reported by **Byron Maxwell** and **Don Tracy**). The solution is to retrofit the Motorhome with an alternator designed for use with engine management computers. I subsequently learned in a discussion with Jim Bounds that the OEM alternator can be rebuilt to modern specifications for multiport fuel injection electronics. Jim owns the GMC Coop Service Facility in Orlando, FL. See <http://www.gmccoop.com/dailypose.asp> for more information on this approach to solving the problem; go to the entry for 02Nov04 at the website.

An interesting grille (see picture below): **Ken Rose** modified this grille that was originally designed, fabricated and owned by the late Elam Fayard. Ken added the aluminum bar inserts.



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Recently Acquired Member Coaches:

Joyce and Willard Murdock's 1977 28' Stretch (formerly an Eleganza II) was stretched 2' behind the rear wheels; acquired about six months ago.



Margaret and Norman Truede's 1977 Birchaven (acquired in March04) is a nearly unblemished, mostly original coach).



"Co-Driver" Tech Session:

The co-driver session was based on the following outline (distributed to participants).

Liquids used in GMCMH (and generally all motor vehicles):

Puddle under coach? What is it? What is the source?

Identify by color, odor, and feel.

- Transmission fluid (red/new; brown/used)
- Coolant (amber or green)
- Engine oil (amber/new; brown/used)
- Final drive gear oil (brown/distinctive odor)
- Brake fluid (amber/new; brown/used)
- Power steering (red; about same as automatic transmission fluid)
- Chassis grease (most is black/thick)
- Windshield washer fluid (blue)
- Fuel - gasoline

Know locations to add fluids and how much:

- Transmission - engine running:
 - OK at cold/add 1 qt;
 - OK at hot/full - **do not overfill**
 - (dipstick:original - under floor/driver side; accessory—access/driver side panel)
- Engine oil (5 qts./6 w filter; OK down to add 1 qt./hot); add only when 1 qt. low
 - dipstick: under driver side panel (careful re-returning stick to long housing)
- Coolant (**caution**— check only when cold); maintain at cold level in coolant overflow container or at top of radiator neck

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- Brake fluid (maintain at ¼" below top of reservoir)
- change annually
- Power steering
OK at cold/lower mark on stick
OK at hot/upper mark on stick
- Final drive - maintain level at filler hole

Vapors :

- Tailpipe (blue/oil; white/cold engine is steam; black is overly rich carb/fuel injection)
- Coolant (white "steam")
- Tires (blue/black with major failure/destruction)
- Transmission (black/overheated badly)

Handy Tools to Carry in Coach:

- Drivers (flat blade;"phillips"; torx; multiple set; "allen" wrenches; ¼", ⅜", ½"ratchets)
- Open end wrenches
- Putty knife
- Hose clamps (stainless steel)

Miscellaneous:

- Grease fittings ("zerk"; used to inject grease into each of 17 locations; spring-loaded seal to allow grease in but not out)
- Special emphasis:
 1. Bogie pin grease fittings between rear wheels—two each side — "new" grease must be visible at outside AND inside of housing
 2. Two fittings on steering shaft under driver side hood panel

- Brake bleeder fitting (located each wheel back plate.) **NOTE:** brake fluid may **BOIL** if brakes are overused, especially if fluid is not changed regularly.
Fluid absorbs water!! Therefore, must change regularly.
- Refueling: do so at ¼ level on fuel gauge. Set nozzle at lowest setting. Remove nozzle at first shutoff to avoid overflow.
- Know how to remove engine hatch (between driver and passenger seats)
- Tire pressure: generally maintain at 65 PSI. Check cold. Visually check at each stop or if vehicle handles erratically.
- House water pump and tank vs. RV park hookup. Some owners object to risk of massive water damage if an interior line breaks while hooked up.
- Know location of engine and house batteries. Will need to check electrolyte level if batteries are not maintenance free. Minimum six month intervals for checking.

Acknowledgements:

Faye and Bert Curtis did a similar presentation at the GMC Motorhomes International Spring Convention in Las Vegas, NV in March 2004. Dale Ropp has conducted driving seminars at GMCMI conventions. I reviewed notes provided me by participants at their presentations in developing this outline .

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.



Red Hatters

Thanks to everyone who helped make our Uvalde "Red Hat Pajama Party" a great success! All the PJs were fantastic. Some of you came up with some really creative ideas for the hats, the house shoes, and the baby dolls.



Next time we invite the men, we won't let them eat first!!!! They have big appetites!!! We should have known better.

We had 38 ladies and 33 men who attended. Go see the pictures on the web site!

Get out your winter purple and your winter Red Hat for our January "TEA". We are going to have a "Winter Wonderland".

Be sure to bring a door prize if you can. Everyone seems to enjoy this.

Emmy



"Classy Fieds"



1973 Canyon Lands 26' - 12,000 miles on professionally rebuilt engine and transmission. Lots of upgrades and meticulous maintenance. Drives great. Get in it and go with confidence. Owned since 1987. \$17,900 — **Jerry Reeves**. 972-291-4418 or Cell - 214-435-4933. For more information: www.gmcclassics.com/reeves/index.html

1977 GMC Kingsley. Drives and runs good. Mechanically sound. 7 Alcoa wheels. Needs refrigerator and outside paint. Restorable. \$7,500 or good offer. 903-295-6828 or email: gordunlap@aol.com



2003 silver PT Cruiser, Limited Edition, leather seats, roof rack, security system, power door locks, windows, and sun roof. Set up for towing with Remco pump and Roadmaster removable tow bar. \$14,900. 903-295-6826 or email: gordunlap@aol.com

Classics Caravan to GMCWS Albuquerque Balloon Fiesta Rally



October 2004

Well, it's over now and most everyone is back at home safe and sound. The Caravan was a big success from all accounts. Everyone had a terrific time and are more than ready to do it again.

There were actually 2 caravans that combined at Santa Rosa. Dave & Jan Wilson, Charles & Janice Wersal, Billy & Debbie Massey, Harry & Mattie Driskell, Larry & Trish Stroud, and Ed & Kandy Lilly who joined up from points along the way from Lake Livingston, TX.

Those joining from the route from Tulsa, OK were Glyn & Melrose Trimble, Bill & Darlene Rowland, Claude & Sally Farris, Ron & Sharon Eimen, Bernie & Rene Baldwin, Lorren White, Justin Hill, Ken & Doree Broostin, Clint & Beverly Davis, Jim & Betty Haynes, Bob & Beverly McLaughlin, Ken & Elaine Henderson, Ken & Laurie Burton, and Blain & Diane Merrell.

Ed (Bud) & Judy Allen and Louis & Sandra Vanatter came up from the Hill Country together.

George & Geri Calhoun, Eugene Mazzarana, Gary & Wilda Cook, and Frank & Cathy Emshoff made the trip separately. Skip Ridge from Florida joined us, also.

Bill & Bobbie Bramlett, George & Pat Gorsuch, Monte & Helen Jestes, and Robert & Marilyn Musgrove went to Albuquerque ahead of us and met us at the fair grounds.

We wound up with 32 coaches making the final run into Albuquerque. It was a sight to behold and more fun than you can imagine.

Go to www.gmcmhphotos.com/gallery/ for more pictures.



NEXT RALLY

Dates: Jan. 20-23, 2005
Location: Chico, TX
Site: Red Willows RV Park
Hosts: Wayne & Charlotte Alumbaugh, Jim & Joanne Davis, Marvin & Gay Guelker, Linwood & Sue Arthur



Reservations for Chico Rally are due
by January 10, 2005

(See inserts for reservation form and schedule.)

Future Rallies:

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



July 2005 Rally to be announced

Classic Caravans and Mini Rallies are not intended to take the place of a regularly scheduled, quarterly Classics rally and will not interfere with them in any way. Contact L.D. McWilliams for more details.

Mini Rally
Branson, Missouri
May 4 - 8, 2005

Caravan
Colorado
June 9-16, 2005

Spread the Word

GMC Classics Email Listserv

www.gmcclassics.com/listserv/



Let's keep in touch with all the Classics that have email. The purpose of the listserv is to promote communication between members of the GMC Classics. Only members will be allowed to join the list and only members will receive the email.

There are many uses for the listserv. If you have a bit of news that you want to share with all the other members, this is the tool to use.

If you have something for the listserv but want someone else to send it to the members, send it to Billy and request that he post it for you.

With the current HIPPA rulings, this would be an excellent place to carry on our tradition of spreading the word when someone is ill, having surgery, or just needs our Classic family support.

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 interests.

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