

# Classic Chatter

## President's Message



*Lorren White*

One doesn't realize how time flies until you are responsible for the "Presidents Message". My first thoughts are on a sad note at the loss of our good friend and Charter Member, **Ken Thoma**, and we have just been notified of the loss of **Gerre Tietje**. Ruby and Bob, our prayers and love are with you as you put your life together without your beloved mates. They will be greatly missed!

**Larry & Linda, Al & Ann, Corky & Virgie, Ed & Kandy, and Harry & Nancy** — what a rally you gave us in Bandera! We knew all along that it had the makings of being a bust ... bust it was. What a thrill it was to see **Ted and Karen Ruppel** and **Joe and Pat Summy**. For those of you that did not make the ride, you missed a great time.

It is time for us to be looking forward to our next rally July 21-24 at Red River Ranch RV Park at Thackerville, Oklahoma. Our hosts are **James & Redonia Harper, Jerry & Frances Reeves, Willard & Joyce Murdock, and Bill & Lillian Wortham**. With this group, I think we will be in for a fun filled rally. Our Technical Seminar Coordinator, **Fred Hudspeth**, has selected **Robert Musgrove** to moderate the tech session ... welcome Bob!

Your award winning Executive Committee members are working hard to come up with ideas to further the "Classics" organization. We also want to solicit your help as to what you would like to see in your organization. We want to know what it will take to get you to attend a rally.

What will it take to see you in Thackerville? You have my sincere invitation! Come out and enjoy the fun and know that just because you own a GMC, you have the right to belong.

See you in Thackerville!

*Lorren*



### *Sunshine Lady*

We want to thank **Billie Young** who has graciously accepted the job of getting in touch with every new member and welcoming them into our Classics Family! She always has a smile and a warm greeting for everyone.

Since our last rally, we have 7 new members.



**Bill & Anne Marie Carter**  
San Angelo, Tx

**Frank & Sharon Jacob**  
Irving, Tx

**Ottis & Barbara Kyle**  
Houston, Tx

**Chuck & Linda Lemme**  
Tuscon, Az

**Bill & Mazie McNamar**  
Roanoke, Tx

**Leslie Miller & Judy Taquino**  
San Antonio, Tx

**Lawrence Ruzika**  
San Antonio, Tx

## Spring Rally 2005 — Skyline Ranch RV Park, Bandera, Texas



### Host's:

Larry & Linda Turner,  
Corky & Virgie McHaney,  
Ed & Kandy Lilly, Harry &  
Nancy Fulks, & Al & Ann  
Brieger

### Rally Attendees: What a great crowd!

Bud & Judy Allen  
Erin & Linda Clary (Guests  
of Allens)  
Wayne & Charlotte Alum-  
baugh  
Linwood & Sue Arthur  
Vic & Gwen Ayres  
Ray & Earlene Baker  
Jerry & Rosa Barnes  
Bill & Bobbie Bramlett  
Al & Ann Brieger  
Clint & Beverly Davis  
Jim & Joanne Davis  
Waymond & Jean Davis  
James & Donna Deese  
Harry & Mattie Driskell  
Gordon & Emmy Dunlap  
Ron & Sharon Eimen  
Frank & Cathy Emshoff  
Bruce & Georgene Farrill  
Hal Finley  
Harry & Nancy Fulks  
Marvin & Gay Guelker  
James & Redonia Harper  
Justin Hill  
Richard & Jaye Hodges  
Fred & Sharon Hudspeth  
Ed & Jo Ann Johnson  
Doran Jones  
Robert & Linda Kaufman  
(Guests of Murdocks)  
Ottis & Barbara Kyle  
Tom & Judy Landis  
Ed & Kandy Lilly

DeWayne & Judy Lugafet  
Billy & Debbie Massey  
Byron & Angela Maxwell  
Corky & Virgie McHaney  
Leslie Miller & Judy Taquino  
Frank & Henrietta Mueck  
Willard & Joyce Murdock  
Bob & Marilyn Musgrove  
Charles & Minnie Myers  
Joel Natchigal & children  
Art & Carroll Owens  
Marvin Peck  
Jim & Betty Presley  
Bob & Sandra Price  
Jerry & Frances Reeves  
Ken & LaRosa Rose  
Alan & Jois Ross  
Julius & Virginia Roucloux  
Richard Roucloux  
Jason & Nicole Roucloux  
Ted & Karen Ruppel  
Al & Carol Scott  
Larry & Tricia Stroud  
Joe & Pat Summey  
Red & Shirley Tanner  
Ken & Ruby Thoma  
Norman & Margaret Treude  
Larry & Linda Turner  
Franco & Kim Piccirilli &  
sons (Guests of the Turners)  
Louis & Sandra Vannatter  
Tommy & Ann Walker  
Charles & Janice Wersal  
Lorren & Bess White  
Luther Wilkerson & Melvey  
Langston  
Billy & Lillian Wortham  
Lanny & Billie Young



### *Sit Down and Tone Up*

**Virgie and Corky McHaney** led a sit-down exercise group on Thursday morning. About 35 guys and gals attended. It was such a hit they were asked to have it on Friday and Saturday mornings also. Sure hope we can continue some kind of exercise program at each rally. What do you think?

Any volunteers?

### *Red Hat Brunch*

The brunch was quite a success. 57 ladies were present and "Oh my" how they were pampered! Beauty Control consultants treated everyone to a hand and foot spa. We may have looked kind of funny during the process... but to say the least... we felt like royalty before it was over. I even kept my promise ... "I WILL NOT print any pictures" . Don't worry ladies... I have them under lock and key.

There will be no Red Hat meeting at the July Rally in Thackerville. **Emmy** thought some might like to go play a few slot machines. See Emmy if you are interested.



### *Crafts with Gay*

On Friday morning, **Gay Guelker** helped about 20 ladies make candle holders. They were really pretty. Thanks Gay for all the crafty ideas you bring to the Club.



### *Puppet Show*

**Sandra Vannatter** treated us to a delightful puppet show with the help of several Classic members.



### Our Hero

A few of the ladies went to San Antonio to shop. When they came back to their car... a huge knot was on Emmy's car tire.



## My First GMC

.. *"It Ran Good!"* ..

By James Harper

Being an owner of a front wheel drive motorhome with Olds power, we attended several GMC Classic rallies with friends who were GMC owners. We enjoyed these get-togethers and I was considering purchasing a GMC to be able to join the club. I was having lunch with two GMC owners and knew one of them knew of an old coach located in Arkansas that was for sale. I asked him if he was going to buy it. He said he was not and gave me the owner's name and telephone number. I called the lady and discussed it with her. I decided to travel to Heber Springs, Arkansas to check on this GMC.

I loaded my tools, gas can, etc. in the back of my pickup and headed to Arkansas. After 300 miles, I finally arrived, located her house, and the motorhome. I plugged electricity into the motorhome to check the refrigerator, air conditioners, etc. After starting the engine and the onan (**they ran good!!**), I went to check into a motel for the night. I arrived back at her house early the next morning and proceeded to check out the motorhome. I felt inside the freezer of the refrigerator and it was freezing and the A/C unit worked well. I aired up the tires and air bags, started it up, and drove around for a bit (**it ran and drove good!**). I PURCHASED THE COACH ..... the lady said, "GET THAT WHITE ELEPHANT OUT OF HERE!!! (?????)"

I drove the coach to a gas station to fill it with gas. While the gas was running I was visiting with the attendant. I glanced at the rear of the coach and gasoline was running out the back, down the drive ... OH MY !!! I clicked off the nozzle and waited until gas quit running out and down the drive. I OWN IT—I HOPE I CAN GET IT HOME!!! I started it up. IT DID NOT EXPLODE OR CATCH THE STATION ON FIRE!!! WHEWWW. I drove it back to the ladies house, hooked my pickup on, and started for home ... **IT RAN GOOD!!!**

I drove out of town, started up the hill ... SPATTER-SPATTER ... and halfway up the hill it quit! The fuel filter was stopped up. I removed the filter, blew it out, reinstalled it, started up the coach, and sputtered into the next town. I located a parts house and purchased a new

filter. I installed the new filter and started it up ... **IT RAN GOOD** ... so I was off again. After about five miles, it started missing and I just barely made it to the next town. I located a parts house and purchased a new points and condenser (they still sell that old stuff in Arkansas). The screw came out of the points, fell under the point plate, so the points were just flopping around in there. **THERE IS THE PROBLEM.** I installed the new points and condenser, fished out the screw, and put it all back in place. I have a special tool to adjust points and I knew just where it was located - **AT HOME.** I did the best I could with what I had. Started her up ... **IT RAN GOOD** ... and took off again.

You do not have trouble on Arkansas roads because you are either on the road or in the ditch. You cannot pull over. After a few miles ... SPATTER, SPATTER ... it started running bad. Me and the old GMC crippled into the next town in front of a line of irate drivers and located another auto parts store. I told the salesman to give me several fuel filters because I will need every one of them. I installed a new filter, started her up ... **SHE RAN GOOD.** I GOT HER THIS TIME .. and took off again (WHEW!!!). As you come into Conway, Arkansas from Heber Springs, Arkansas there is a steep grade down to Highway 65 with a sign at the bottom where the road ends at the four lane divided highway. I started having visions of not having good brakes and running out into Highway 65 in front of a convoy of trucks. I GOT HER STOPPED!!!! . I turned toward Little Rock, Arkansas on 65 and got her on our way, she was **running purrrrrty good.**

Five miles out of Conway she died at 55 miles per hour. I rolled to a stop on the side of 65. She was really rocking back and forth every time an eighteen-wheeler passed. I hit the starter a few times and the starter burned up. I jacked her up and removed the starter, unhooked the pickup, and went back to Conway to locate a parts house to purchase a new starter. After installing the starter she started right up. HEY... I hooked the pickup on back and was off again. A few miles later she started cutting up again. I saw a truck stop ahead. We made it. I pulled into the back of the truck stop and she died rolling. **BOY YOU COULD HAVE BOUGHT HER REALLY CHEAP RIGHT ABOUT NOW.** Oh well, its dark and I have already gone 60 miles since daylight. I'll just spend the night.

I awoke the next morning, checked everything out and then fired her up ... **SHE RAN GOOD** ... couldn't find anything wrong. I pulled her out on 65 and headed to

## .. "It Ran Good!" ..



Continued from previous page)

Little Rock. On the loop at Little Rock, she started missing again, BUT I see I-30 ... I am going to make it. Got forced off onto the service road and she died again!!! You know it has been too long and I must be loosing it because the only thing that could cause this is the coil. I unhooked the truck again, located another parts store, and purchased a coil. I installed the coil and she fired right up. THAT WAS IT ..Then, she ran out of gas, again!. BOY THIS IS GETTING IRRITATING. I did have sense enough to bring gas; I poured it in, hooked up the truck, and went in search of a service station. I filled her up until it began running on the ground.

My wife called. I told her I was about to get on I-30 and if I could get it rolling, I would probably be home today. I rolled the coach out onto Interstate 30 and reached 50 mph — I AM ON THE ROAD AGAIN.. No more stops! I am going home.

I had my foot on it and got her up to 60 mph a time or two. She started cutting out ...out of gas again. I coasted over to the side, near New Boston, Texas (at least I am back in Texas). I checked my watch and it had been two hours since I got on I-30. Think my speedometer might be off just a little bit. Not bad for 150 miles. Anyway, I poured gas in her, started up, and searched for another gas station. I filled her up until it ran out the back end and got back on the road.

I passed a state trooper and, while looking at him through the rearview mirror, thought about the fact that I am driving with a 4-year out of date South Dakota license plate, Florida inspection on the driver's windshield, and Wisconsin sticker on the other windshield ... OH WELL .. He probably did not want the hassle.

At home, (yes, I made it), I decided to look through my new purchase. As I opened the cabinet located at the head of the bed, I found a new starter still in the box. Everything that I had purchased on the trip was somewhere inside the coach. Oh well ... **IT RAN GOOD!**

Many thanks to **James Harper** for this article. We'd love to have one from you. Email your article to:

[editor@gmcclassics.com](mailto:editor@gmcclassics.com)

or mail it to:

Debbie Massey  
7110 Forbess Dr.

Brownwood, TX 76801



## Orange BBQ Chicken with Grilled Veggies



- 1/2 cup Barbecue Sauce
- 1/2 tsp. grated orange peel
- 2 Tbsp. orange juice
- 4 boneless skinless chicken breast halves (1-1/4 lb.)
- 1 zucchini, cut in half lengthwise
- 1 yellow squash, cut in half lengthwise
- 1 red, yellow or green pepper, trimmed, cut into quarters
- 1/4 cup Zesty Italian Dressing

**PREHEAT** greased grill to medium heat. Mix barbecue sauce, orange peel and juice. **GRILL** chicken 6 minutes, turning over after 3 minutes. Brush with barbecue sauce mixture. **ADD** vegetables to grill. Continue grilling chicken and vegetables 9 to 12 minutes or until chicken is cooked through and vegetables are tender, turning occasionally and brushing chicken with the remaining barbecue sauce mixture and the vegetables with the dressing.



## Lemonade Cheesecake

- 1 pkg. (8 oz.) Fat Free Cream Cheese, softened
- 1 tsp. Lemonade Flavor Low Calorie Soft Drink Mix
- 1/4 cup cold fat free milk
- 1 tub (8 oz.) Whipped Topping, thawed
- 1 ready-to-use reduced fat graham cracker crumb crust (9 inch)

**BEAT** cream cheese and drink mix in large bowl with electric mixer on medium speed until well blended and smooth. Gradually add milk, mixing until well blended. Gently stir in whipped topping. Spoon into crust. **REFRIGERATE** 4 hours or until firm. Garnish with fruit, if desired.



**Fred Hudspeth**  
Technical Seminar Coordinator

# GMC Classics

## Tech Notes

**Sky Ranch RV Park — Bandera, TX**  
**April 14-17, 2005**

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

### Cooling System Parts Update

Bob Drewes, at the spring GMCMI Convention/Fort Myers, FL, presented an update on cooling system parts for the motorhome.

In his handout (which I projected from my computer), Bob reminds owners that the OEM radiator core had four tube rows with 14 fins per inch; these specs are the minimum for replacement.

The radiator cap can be replaced with AC Delco part number RC 32 rated at 9 PSIG (do not exceed this pressure rating).

The water pump must have a dimension of 5.95" from the gasket face to the pulley flange to avoid belt misalignment. The pump can be replaced with **(1)** AC Delco #251-628 (GM#1237519); this pump was used on GM cars and light trucks with the 5.7L diesel engine **(2)** GMB #C1301260 - has 4.25" x 1" six blade stamped steel impeller; available from Parts America outlets (partsamerica.com, Advance, Checker, Schucks, Kragen) **(3)** Napa#DPW1301260 - must get the pump rated for heavy duty cooling with trailer towing package (napaonline.com).

The thermostat can be replaced with: **(1)** AC Delco#131-73 (rated for 195F); **(2)** Mr. Gasket balanced flow design \* #4365 (for 195F) and 4364 (for 180F); **(3)** From Parts America outlets, Stant Super-Stat #45359 (for 195F) and #45358 (for 180F); **(4)** Prestone balanced flow design \* 330195 (195F), 330180 (180F); generation 2 OEM design # 755195(195F), #755180 (180F).

*\*When using a balanced flow design, the sleeve has an OD of 1-9/16"; be sure there is no interference with the intake manifold when installed.*

If some of the Prestone numbers look like Robertshaw numbers, they are. Robertshaw was bought by Prestone and Prestone is now owned by Honeywell.

The fan clutch can be replaced with AC Delco #15-4644; it was used on GM cars and light trucks with the 5.7L diesel engine with the heavy duty cooling package (V08). There are other fan clutches that will work but Bob's experience is that this one most closely replicates the OEM clutch performance and life.

### Onan Service

We viewed a DVD produced by the GMC Western States club at it's spring 2003 rally. The DVD features Duane Simmons servicing the Onan genset. Here are highlights from the DVD:

Air Filter: A replacement is available from Auto Zone, their part number R1030, for \$32. It washable and rechargeable. You will need to slice the top off of it for an exact fit to the carburetor and relocate the bottom from the OEM filter to the new filter.

Control Board: A good cleaner and preservative for the board is CRC 2-26, available from Home Depot and other home supply stores. Connections on the board oxidize and corrode; this product helps to prevent that. It is a good practice to use it on all electrical connections on the motorhome about once per year. Disable or remove the voltage regulator originally used to recharge the genset starting battery on the very early coaches.

## Tech Notes

Later coaches used the house battery system for starting the genset. Disable the voltage regulator by disconnecting the three wires attached to it. One has 12 volts so tape it securely. Connect the remaining two wires together and tape. The control board requires a complete circuit through these wires for starting. Secure all away from the hot parts of the engine.

Cylinder Heads: Remove the head covers and clean with air pressure and brushes. Never use water anywhere on the genset ("you would not wash your TV set"). Most gensets are missing the gasket around the oil filter at the head cover/right side. You can make a gasket using fuel hose, splitting it and installing in the cutout in the head cover for the filter. Torque the cylinder heads to 17-19 ft. lbs.

Oil Filter Adapter: It has a tendency to leak at the engine block. Remove oil filter and tighten. Then be sure to properly tighten the oil filter to the adapter base. The oil pressure switch is accessible with the head cover and oil filter removed.

Fuel Pump: A fuel pump primer circuit will prevent excessive wear/tear on the starter motor and battery. Check the fuel filter for contamination and replace as necessary. Often, dirt and rust will be trapped in the bottom of the filter.

Starting the Genset: Lube the governor linkage. Connect control board terminals 9 and 5 (fuel pump runs and primes the carburetor). The control boards are very reliable with annual application of cleaner/preservative. The control board is at fault only about 20% of the time when the genset will not start. The cause of no starts is usually with some input to the board. After starting, adjust the low and high load mixture screws, starting with the low load screw. Turn it CW until the engine RMP falls and then turn CCW about 1.5 turns or until the

engine RPM again begin to fall. Turn CW for smoothest operation. Repeat for the high load screw with the genset loaded with AC loads.

Things That Shut You Down: The onboard genset voltage regulator is often a cause; disconnect it as previously discussed. The battery terminals could be corroded; clean and then protect using a product like NCP-2, available only from battery shops. The ground cable in the genset compartment could have high resistance. It is a steel/aluminum interface. Break the connection and remake using an oxide inhibitor (Contax is one product, available at auto parts and home supply stores).

A Check List of Things to Do if No Start: Use the cleaner/preservative on the board. Measure voltage across terminals as follows: 1 to 5 - should be 12.6 volts; 1 to 8 - should be 12.6 volts (this is the fly-wheel alternator input to the board); 10 to 1 - should be zero volts except when starter motor is engaged; 11 to 1 - 12volts.

AC Output: If there is no AC output, check for AC voltage at the supply side of the circuit breaker (on top of genset at center). If voltage is present, then the circuit breaker is defective. The bridge rectifier will often be the cause of no AC voltage. This will happen if the genset is shutdown with an AC load on it.. The bridge rectifier is located at the right rear of the genset. It is held in place by a 1/4" fastener. When replacing it with a new bridge rectifier, be sure to mark the terminals to correspond with those on the OEM rectifier and connect the wires accordingly. About 95% of AC problems are caused by the circuit breaker and the bridge rectifier.

Other: The starter brackets often fail; replacements are available from Onan about \$85 and \$38 at Ragusa ragusashop@earthlink.net or 949-854-7693.

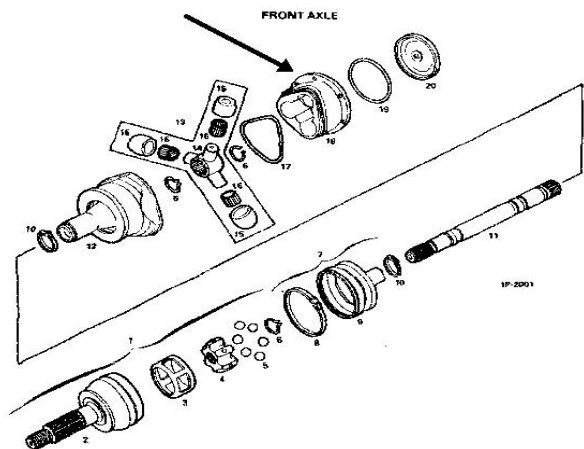
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A replacement starter motor is available from Onan for about \$215. Be sure the exhaust manifold is not leaking. When the genset is loaded and the drawer closed, the exhaust gases can cause a fire.

**CV Joint Housing Wear:** The following picture shows the cause of vibration and noise in the motorhome driveshafts. While this wear was reported to be a result of poor machining, similar wear can occur from boot failure and subsequent entry of dirt and water. The wear is evident at the bottom left.



Here is the location of the housing on the drive-shaft:



### Notes from Discussions with Owners During Rally:

**Tom Landis** emphasized the importance of proper torquing techniques. He advised always following the instructions for the torque wrench you are using. Tom furnished me a paper showing equations for correcting torque wrench readings when using an extension that extends the length of the wrench. If you would like a copy of this, I have scanned it into my computer and can email it to you. It is too complex to provide here.

Tom provided this name and address for getting Onan carburetors rebuilt: B.B. Hendrick, 5054 Green Road, Cass City, MI 48726-9443. The cost is \$45.

A replacement for the steering column boot is available from NAPA, # 2410

After the tech session, **Alan Ross** talked with Duane Simmons about the current cost of Onan-related items. The primer circuit switch is \$15. The Onan DVD is \$15. A rebuilt control board is \$130 with no core; the cost to rebuild your board is \$100 plus about \$5 to return it to you. The OEM board is no longer available from Onan. New aftermarket boards are available but neither Onan nor Duane can service them. Contact Duane at [sim-see@juno.com](mailto:sim-see@juno.com) or 714-633-4731. Duane presented a paper on the details of the control board operation several years ago at a GMC Western States rally; an update is available at [www.gmcws.org](http://www.gmcws.org)

Alan Ross and I compared problems with the electric control valves used in the Electrolevel II systems. El II was installed in about the last 1000 motorhomes before production was shutdown in August 1978. Alan had recently replaced one (both?) of the two valves in his motorhome at a cost of \$75/valve. I decided to disassemble one of my valves to determine the cause of a drop in pressure of about 15PSI over about a one month period. I found that the rubber wafer on the valve stem

## Tech Notes

was eroded and hardened from age. That allowed air bag pressure to leak past the valve orifice and to atmosphere. The valve is normally closed when the solenoid is not energized. I fabricated a replacement from a rubber washer that I had on hand, reassembled the valve, reinstalled it in the system and tested for leakage past the valve orifice. After about eight days, using a leak detector fluid, the valve is bubble tight. I have now serviced the other valve the same way. Following are two pictures showing the valves:



**Harry Driscoll** experienced a brake failure enroute to Bandera. A fluid leak occurred in one of the lines from the master cylinder to the combination valve. The leak happened because of abrasion between the line and the bottom of the foot well on the driver side. Here is picture showing the abrasion:



And finally, the "faithful"..



As **Sharon and I** will again be away for the summer at our Alaska quarters, **Bob Musgrove** has agreed to be your host for the tech session at the summer rally at Thackerville, Oklahoma. 'See you at Corsicana in October.

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.



(Cont. from page 2)

They happened to notice a GMC getting gas in the same parking lot. Knowing how friendly GMCers are, they went over to "get acquainted". After hearing of their predicament, he promptly changed their tire. **Leslie Miller**, originally from Florida, happened to be on the way to the Bandera rally. He felt like he knew quite a bit about the Classics before he even got there. The ladies made him feel quite welcome! Leslie and his friend **Judy Taquino**, joined the Classics before leaving the rally. The **Billy and Debbie Massey** had a brake line failure on the way out of the park on the way home and Leslie was one of the Hero's that helped get them back on the road again. Thanks Leslie!



Minnie Myers, Virgie McHaney, Hero Leslie Miller, Emmy Dunlap, and Joyce Murdock

Classic Kudos . . .



**Joyce Murdock** . . . What can we say about her? Is she sweet, mischievous, bubbly, friendly, mischievous, talented, helpful, did I say mischievous? How about all of the above! Joyce is one of those that likes to work behind the scenes. She is always working on table decorations, decorating, setting up for this, setting up for that, etc, etc, etc. Joyce, we would like to say "Thanks for all your hard work! You are a true asset to the Club."



**NEXT RALLY**



**Dates:** July 21– 24, 2005  
**Location:** Thackerville, OK  
**Site:** Red River Ranch RV Resort  
**Hosts:** James & Redonia Harper  
 Jerry & Francis Reeves  
 Willard & Joyce Murdock  
 Bill & Lillian Wortham

**Reservations are due by July 10 2005**  
 (See inserts for reservation form and schedule.)

**FALL RALLY**

**Dates:** October 27-30, 2005  
**Location:** Corsicana, TX  
**Site:** American RV Park  
**Hosts:** Al & Ann Brieger  
 L.D. & Johnnie McWilliams  
 Fred & Sharon Hudspeth



**MINI RALLIES/CARAVANS**

**FMCA's 74th International Convention Caravan**  
**Aug 15-18, 2005**  
 North Dakota State Fairgrounds, Minot, N.D.  
**Gordon & Emmy Dunlap** are the contacts for this trip.  
 903-295-6828 or email: emmydunlap@aol.com

**GMCMI Fall Rally at Rapid City, SD.**  
**Sept. 9—17, 2005**  
**Gordon & Emmy Dunlap** are the contacts for this trip, also.  
 903-295-6828 or email: emmydunlap@aol.com

**GMCWS Fall Rally at Estes Park, CO.**  
**Sept. 20—26, 2005**  
**LD McWilliams** is the contact person for this trip.  
 903-871-2648 or email: lmcwilli@cox.net

More information on these Mini Rallies/Caravans is available on the website: [www.gmcclassics.com/events.html](http://www.gmcclassics.com/events.html)

"Classy Fieds"



**1976 Eleganza** - Owned since 1987. Lots of upgrades. 28,000 miles on rebuilt engine, transmission, final drive, and radiator. New tires. Ready to roll on your cross country trip. \$18,500. **Willard or Joyce Murdock** in the Dallas, TX area. 972-291-4864. More information and lots of photographs can be seen at [www.gmcclassics.com/murdock/](http://www.gmcclassics.com/murdock/)



**1975 Painted Desert** - 6.5 Turbo Diesel engine, Hydro-boost /w 6 wheel disks, Alcoas, 4 bag rear suspension, Sun Visor, Macerator, Ragusa products, Satellite dish, Ramco mirrors, and Much more! Completely rebuilt in 1999. \$30,000.00. **Frank Emshoff**, Spring, Texas. Home 281-350-2392. Cell 281-731-9990. email: [cfemshoff@sbcglobal.net](mailto:cfemshoff@sbcglobal.net)



**1977 Kingsley**, 455 with 58,000 miles. New tires, shocks, front end completely rebuilt including bearings, hubs, and CV joints. \$19,500 Call **Hal Finley** in San Antonio, Texas at 210-532-6652 or email : [hfinley@satx.rr.com](mailto:hfinley@satx.rr.com)



The **Classics Chatter** is published quarterly for the membership of the GMC Classics. 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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