

Classic Chatter

President's Message



Lorren White

Red River Ranch RV Resort, in Thackerville, OK, proved to be a good place to hold a Classics Rally. However, the place cannot do it on its own. Our outstanding hosts **James and Redonia Harper, Jerry and Francis Reeves, Willard and Joyce Murdock, and Bill and Lillian Wortham** made it a complete package. Thanks gang! The Ten River Country and Western band really added great listening and dancing pleasure.

Fred Hudspeth chose an excellent moderator for the Tech Session. **Robert Musgrove** kept everyone's attention and it was most informative. Great job **Robert** and thank you very much.

We were blessed with ten visitors and most of them became

Classics members before they left the Rally.

We will be sharing the results of the surveys that you completed. If you did not get yours done ... do it now. I hope many of you shared your ideas on how to improve the GMC Classics.

It's time to look forward to our next Rally at the American RV Park in Corsicana, TX (October 27-30, 2005). With such experienced hosts as **L.D. and Johnnie McWilliams, Ann and Al Brieger, Sharon and Fred Hudspeth**, how can we go wrong. It's hard to believe that none of these hosts were in attendance in Thackerville. We welcome them to Corsicana! From what I hear, we will be in for a "Really, really big show!"

Rumor also has it that we may get to welcome back the outstanding leader of GMCMI, **Emery Stora** and his lovely wife, **Michelle**.

Once again, you need to come join us for great fun and fellowship in Corsicana.

Travel safely!

Lorren



Since our last Chatter we have 10 new members. Hope to see all these new people at Corsicana!

Warren Allen
Universal City, TX

Scotty and Martha Baldwin
Houston, TX

Gary and June Cottingame
Denison, TX

James and Harriett Friesen
Weatherford, OK

Terry and Sharon Jones
Marlow, OK

Chuck and Irene Montgomery
Lindale, TX

Poney and Susie Thompson
Wichita Falls, TX

Jim and Peggy Walker
Dallas, TX

Larry and Kris Whisler
Southlake, TX

Rudy and Peggy Wortham
Marlow, OK

Summer Rally 2005 – Red River Ranch, Thackerville, OK



Our Hosts

James & Redonia Harper
Jerry & Francis Reeves
Willard & Joyce Murdock
Bill & Lillian Wortham

Rally Attendees - What a great crowd!

Wayne & Charlotte Alum-
baugh
Linwood & Sue Arthur
Ray & Earlene Baker
Jerry Barnes
Bill & Bobbie Bramlett
Clint & Beverly Davis
Jim & Joanne Davis
Ray, Servellon, & Lola
Doonkeen
Harry & Mattie Driskell
Gordon & Emmy Dunlap
Ron & Sharon Eimen
Bruce & Georgene Farrill
Claude & Sally Farris
James & Harriett Friesen
Hal & Stella Finley
Harry & Nancy Fulks
Marvin & Gay Guelker
James & Redonia Harper
CL & Sandra Hood
Justin Hill
Jim & Sheri Jackson
Frank & Sharon Jacob
Ed & Jo Ann Johnson
Terry and Sharon Jones
Ottis & Barbara Kyle
Billy & Debbie Massey
Corky & Virgie McHaney
Bob & Janice McKnight
Willard & Joyce Murdock
Bob & Marilyn Musgrove

Charles & Minnie Myers
Art & Carroll Owens
Jim & Betty Presley
Jerry & Francis Reeves
Joe & Pat Summey
Bob & Joan Sullivan
Robert Tietje
Carolyn Tipton & Clarie
Glyn & Melrose Trimble
Larry & Linda Turner
Charles & Janice Wersal
Lorren & Bess White
Dave & Jan Wilson
Billy & Lillian Wortham
Rudy & Peggy Wortham
Lanny & Billie Young
David & Janie Zapata



Nominating Committee

New members were ap-
pointed to the Nominating
Committee and they are:
**Wayne Alumbaugh,
Linda Turner, and-
Charles Wersal.** They
will announce the nomi-
nees for the 2006 Offi-
cers at the Fall Rally in
Corsicana. Thanks for all
your hard work!

Chicken Foot Tournament

Winners of the tourna-
ment were:

- 1st **Lorren White**
- 2nd **Bill Wortham**
- 3rd **Jo Ann Johnson**
- 4th **Minnie Myers**
- 5th **Emmy Dunlap**



Miniature Golf Tournament

- 1st **Wayne Alumbaugh**
- 2nd **Bill Wortham**
- 3rd **Ed Johnson &
Billy Massey (tied)**

Christmas in July

Redonia Harper showed
the ladies how to make
Christmas ornaments,
etc. There was too many
participants to count.
They were busy crafing,
running around, talking
and laughing! What a
great time was had by all.
Thank you **Redonia!**

Red Hatters

If you didn't get to go...
well you MISSED the
time of your life! **Emmy
Dunlap** arranged for the
ladies to have a free meal
at the WIndstar Casino.
We will remember it for a
long time. Thanks **Emmy!**



**Fantabulous
Emmy Dunlap &
Sheri Jackson**



Charles Wersal
He'll do anything for
a free meal!



Lorren White
Chickenfoot Champ



**Carolyn Tipton &
Billie Young**
concentrating on crafts.





Fred Hudspeth
Technical Seminar Coordinator

GMC Classics Tech Notes

Red River Ranch RV Resort — Thackerville, OK
July 21-24, 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.

WOULD SHOULDER BELTS HAVE BEEN DETRIMENTAL IN THIS ACCIDENT?

I asked this question at the Tech Session at the recent GMC Classics rally held at Thackerville, Oklahoma. We were looking at pictures of a coach (owned by a member of another GMC club) that had been involved in a rollover accident. The walls and the roof of the coach were gone. Fortunately, the owners both escaped with minor injuries.

The cause of the accident is believed to be due to the right front tire on the tow car becoming low or flat causing excessive lateral motion of the coach. The passing of a number of trucks compounded this motion to the extreme, causing the coach to become uncontrollable, thus resulting in the accident.

Upon seeing the pictures for the first time, I was drawn to the fact that the walls were missing. Obviously, this was a serious accident. Beyond that, I couldn't help thinking that shoulder belts attached to the walls would very probably have been detrimental to the passen-



gers they were supposed to help protect. This observation was especially meaningful to me.

About three years ago, we had National Bus Sales in Tulsa, Oklahoma install shoulder belts in our 1977 Royale. The representative said the shoulder belts were installed to school bus specifications. Marilyn and I felt more secure using the new equipment. We believed that our greatest chance of being injured in the GMC would be in a head on collision. We are no longer sure that is true.

I was surprised that no one else attending the Tech Session had equipped his or her coach with shoulder belts. Possibly others are more pragmatic about the seat belt issue or they have more pressing GMC concerns. One Classics member did ask to see the installation on our coach. He said that he already owns a set of shoulder belts and that he still intends to install them.

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Marilyn and I have no plans to remove the shoulder belts from our coach at this time. However, we did order a Tire Sentry for the GMC and the tow car. According to statistics, 90% of tire failures are due to tires being run under inflated. We were already considering purchasing the Tire Sentry because of the significant body damage that tire failures sometimes inflict upon our GMC's. The fact that a tire failure can quickly become a control issue added another justification for purchasing this product.



TOO HOT WATER

The GMC Motorhome News, March 2005, includes an article that discusses potential hot water heater failures in coaches that are equipped with the engine hot water loop that extends back to the heat exchanger in the hot water heater. These failures are due to excessive heat provided by engine coolant while traveling. On electric water heaters, the safety cutout sometimes trips when the water heater is switched on at the end of the day's travels. This can require replacement of the cutout switch. On LP-gas water heaters, the problem is apparent when the pressure/temperature valve 'weeps' water down the side of the coach. This valve starts to open at 150 degrees. The temperature of the hoses for the engine hot water loop on our coach read 173 degrees on the laser thermometer during the Thackerville trip. (This temperature would be several degrees hotter except for the mechanical valve that I installed on this loop, which is kept partially closed, thus restricting coolant flow.)

The best solution to this excess heat is the installation of Atwood's Engine Coolant Valve Kit, which can be purchased from Cinnabar.



This kit is designed to close the engine hot water loop when the water in the hot water heater reaches 140 degrees.

Bill Bramlett and I installed this kit on our respective coaches. **Bill and Bobbie** own a 1978 Royale and Marilyn and I own a 1977 Royale. There are differences in the two LP-gas hot water heaters, so the two installations are quite different. We should know by the end of summer whether we consider the kits to be worthwhile or not. I would hope that, on a hot day,

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the closing of the hot water loop would enhance engine cooling by making a greater volume of water available to be passed through the radiator.

STUCK BRAKE CALIPER

A few months ago in May, I jacked the front of the coach up to check for wear on the front wheel bearings. In the course of doing this, I discovered that extreme effort was required to turn the right front wheel. I remembered that Marilyn had remarked about excessive squeaking from that wheel on our trip back from Bean Station, Tennessee.

The brake caliper was stuck. The dust boot had ripped for a distance of about one inch, which allowed moisture in, and that had resulted in the formation of rust along the side of the piston and on the caliper wall.

This discovery was quite a surprise because less than 18 months ago I did an extensive brake job on the coach. Everything was replaced, *except* the brake lines and the front brake calipers and pads which looked almost new. I flushed the front brake calipers at that time. Did I overlook the ripped dust boot then? I think the probability is that I did miss at least some evidence of deterioration.

CHOKE PLATE GASKET

A GMC owner recently related a situation where he noticed that the gasket under the choke plate on his coach was deteriorated. A fellow GMC owner made a gasket for him out of standard gasket material. This material caught fire and disintegrated shortly after the coach engine was started. The fire caused con-

siderable damage to wiring, which resulted in an expensive repair.

The lesson here is to always use the proper gasket for a particular function. If a gasket must be hand made, make sure the material used is appropriate for the environment in which it will be installed.

VALVE STEM LEAK

The day before we left for the Thackerville rally, I went through my usual procedure of checking tire pressure before a trip. The right front bogie tire had 47-psi rather than the expected 60-psi. I removed the tire and checked for leaks using a soap solution. Finding nothing, I took the tire to a shop. The base of the valve stem was found to be leaking (I had neglected to soap the valve stem). The O-ring had a slight crimp in it, possibly damaged upon initial installation. We couldn't come up with an exact replacement for the O-ring. Fortunately, I had bought a spare valve stem when the Alcoa wheels were purchased in October 2000, so it was installed and the leak was repaired.

Those of us who have switched to Alcoa wheels should carry a spare valve stem because they are not readily available at automotive parts houses or tire shops. Also, on a personal level, this event serves as another reason for installation of the above referenced Tire Sentry.

PROCEDURES FOR SAFELY FILLING OUR GMC PROPANE TANKS

Attendees of the Tech Session brought up this subject. The point was made that the original

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propane tanks on our GMC's were not equipped with the Overfill Protection Device (OPD) that exists on the newer propane tanks. The OPD does not allow the newer tanks to be overfilled. Conversely, propane tanks on our GMC's are equipped with a bleed valve that must be open during filling in order for the process to take place properly and completely. When white vapors exit the bleed valve, the tank is 80% full. The filling process must be stopped immediately and the bleed valve must be closed.

Often the certified technicians that fill propane tanks have not dealt with the older tanks. My own experience with this includes a situation where the empty tank would only take two gallons of propane. I explained to the technician that the bleed valve must be open. When white vapors began coming from the bleed valve, I had to tell the technician that the tank was full.

The overfilling of our propane tanks is potentially catastrophic because there is a possibility that liquid propane could enter the regulator, causing it to freeze open. This would result in propane entering the system under high-pressure bringing the possibility of an explosion and/or fire. Also, the combination of overfilling and heat buildup could cause the high-pressure safety valve on the tank to release. While this valve is a safety device, the operation of it is not a desirable event because of the potential for injury or damage to property.

Robert Musgrove, Tulsa, Ok was the guest host for the Thackerville Tech Session and has contributed this account of the tech session. Thanks, Robert, for a job well done.



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.



Marvin and Gay Guelker's new coach which was purchased at the Rally from Dave and Jan Wilson.



Gordon Dunlap performing an A/C recharge on Lorren White's coach.



Lanny Young, James Harper, and Ed Johnson at Tech Session.

Classic Kudos . .

Several Classic members attended the GMCMI Fall Rally in Rapid City, South Dakota. There was a GMC decorating contest with a patriotic theme and we are so proud to announce that **Joyce and Willard Murdock** won **1st Place/Best of Show** and **Janice and Charles Wersal** won **1st Runner Up**. What a great showing for the Classics. We are so proud of you!



Urgent News

Beth Yoland, beloved wife of **David Whitenburg**, passed away on September 20, 2005. Beth truly loved the GMC Classics. Her dancing eyes and cheerful smile will be greatly missed. Our thoughts and prayers go out to David.

MINI RALLIES

If anyone is anticipating a trip in 2006 and would like companions, please let me know and we can arrange a "mini rally."

L.D. McWilliams



NEXT RALLY

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

Reservations are due by October 17, 2005
(See inserts for reservation form and schedule.)

Winter Rally



Dates: **January 19-21, 2006**
Location: **Tyler, TX**
Site: **Whispering Pines RV Park**
Hests: **L.D. & Johnnie McWilliams**
Bill & Lillian Wertham
Charlie & Minnie Myers

Spring Rally

Dates: **March 5-11, 2006**
Location: **Conroe, TX**



This Rally will be in conjunction with the International GMC Rally at Conroe, TX More details at a later date.

"Classy Fieds"



1977 Clasco - Renovation in 1996. Loaded 25,000 miles \$65,000.

Photos / info at www.gmcclassics.com/clintdavis/
Clint Davis, Rogers, Arkansas Ph.479-631-8875
E-mail: clintdavis@cox.net

"Classy Fieds" cont.



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/



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



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



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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