

# Classic Chatter



## President's Message

*Mattie Driskell*

I hope all of you enjoyed reading this column as much as I have enjoyed writing it and serving as your President. Not being prepared was always on my mind or that I would forget something that I should have said or done.

Our rally at the Buckhorn Lake Resort in Kerrville, Texas was another great one. There were 45 coaches. We had a few that didn't bring coaches for one reason or another. Our hosts **Virgie & Corkie McHaney, Emmy & Gordon Dunlap, Janice & Bob McKnight, and Margaret & Norman Truede** really know how to spoil us with such good food and beautiful decorations. You should have seen all the ladies and their pretty aprons and the men with their suspenders. The pot luck lunches have really turned out to be a good thing. Everybody seems to enjoy being together at this time of day. I would like to thank all the hosts. You did a super job for all of us and we appreciate you so much!

The bolo ball, washer, and chickenfoot games were quite a hoot for everyone. We watched the movie "RV" with Robin Williams and the hosts served popcorn to all.

**Virgie McHaney** just did it all, she took time out to teach us how to make a pinecone angel. She even taught us the "Sit Down & Tone Up" exercise. Thanks to **Sharon Hudspeth** for her ability to do the "Story Telling". Everyone seems to have a story they want to share. Also a big thanks to **Fred Hudspeth** and **Billy Massey** for their tech session.

The Red Hat Tea was another great event. **Emmy Dunlap** knows just how to welcome all and have a good program planned with great refreshments and gifts. A big "thank you" to Emmy for doing such a great job.

After our rally in July at Shawnee, Ok, we lost a great man, **Justin Hill**. Then after our October rally at Kerrville, TX we lost another great member **Harry Fulks**. Harry loved to be in the kitchen making coffee for us in the morning time, making sure our cups were full of coffee at all times and keeping the

kitchen clean. **Art Owens** and **Harry** worked closely together doing all the coffee chores. Harry and Justin were both Charter Members of the Classics and will be greatly missed!

Hope to see you at the next rally at the Big Chief RV Resort at Burnet, TX, January 25-28, 2007. Our spring rally will be in conjunction with the GMCMI, March 11-17, 2007 at the Rayne City RV Park, Rayne Louisiana.

The year 2006 will soon come to an end and we will have new officers with more great plans and ideas to better the GMC Classics under the leadership of Bob Musgrove, our next GMC Classics President.

**Harry and I** wish each and every one of you and your families a great and prosperous New Year. Yes, the year has gone really fast, but we have a lot to be thankful for. May your troubles be less, your blessings be more, and nothing but happiness comes through your door! Remember a day without smiling is a wasted day.

Thank you for allowing me to serve you as your GMC Classics President! See you at the Big Chief Resort, Burnet, TX in January 2007.

Travel safe!

*Mattie*

## *NEXT RALLY*

**Dates:** January 25-28, 2007  
**Location:** Burnet, TX  
**Site:** Big Chief RV Resort  
**Hosts:** Lanny & Billie Young  
James & Redonia Harper  
Bob & Sandra Price  
Jerry & Rosa Barnes  
Ed & Kandy Lilly,  
Larry & Tricia Stroud

## **Spring Rally**

In conjunction with GMCMI at Rayne City RV Park in Rayne, Louisiana, March 11-17, 2007

## Overton Mini Rally - Nov 9-11, 2006

The GMCers descending upon the Overton City Park/Golf Course/RV Park overwhelmed the resources for a short while. After sorting out the fact that, despite assurances over several months reservations were had by all and there being no electric meter on the pole where we were assigned, the fun began.

The group that had gathered included **Jerry and Rosa Barnes, Mattie and Harry Driskell, Carolyn Tipton** and her friend, **Julie Kolb, Larry and Trisha Stroud** and **L. D.** and **Johnnie McWilliams**.

Due to the late hour, we decided to do what we most love to do at rallies, we went to eat. The Country Tavern was chosen. **Ed and Jo Ann Johnson, Charles and Irene Montgomery** and **Charlie and Minnie Myers** met us there to enjoy the food and fellowship. The BBQ was delicious. If you go there, don't bother to ask for a menu, they don't have one - ribs, brisket, sausage or a BBQ sandwich is all that there is. Of course, they have several brands of suds to wash it all down.

Friday morning, after we had our coffee, we started out to see the East Texas Oil Museum. That was an experience. We marveled at the number and types of articles and vehicles from the 1930s. There was a replica of a typical east Texas oil boom town street complete with stores and a muddy street with wagons and period cars. There was a movie reliving how the beginning of the oil boom and early oil industry affected the people and the east Texas land. One of the most interesting exhibits was an elevator journey to the depth of the earth where the oil-bearing sands are located. (A must see if you get to the museum).

Then it was time for our favorite pastime, eating. On we went to the Jalapeño Tree and proceeded to polish off so much chips and salsa that we weren't very hungry when our orders arrived. That didn't seem to stop anyone. The local restaurants were the losers as a result we all snacked at the park that evening.

Lunch having been well taken care of, we started off to Carthage and the Texas Country Music Hall of Fame. There we found enshrined several people that had contributed to country music. DJs, writers, movie stars and singers were all there and all had Texas roots.

All along the east Texas roads and back roads that we traveled; we found that trees were beginning to show their fall beauty. Colors were unusually bright.

Arriving back at the Overton park, we found that **Chuck** and **Kathy Ohlhausen** had set up camp. Their daughter and son-in-law visited for a while and returned home. **Jerry Reeves** and **James Harper** stopped by for a visit. They had missed us at the Country Music Museum. **Redonia, Frances** and **Emmy Dunlap** had gone on to the boats in Bossier City,

leaving James and Jerry footloose. We enjoyed the visit.

**Bernie Baldwin** and his brother **Boyce** and their wives, **Renee** and **Jean** pulled in about 9:00 pm. The gate was locked to the campsites but there were able to get close enough to the utilities to hook up.

The Heritage Syrup Festival was much more than a syrup festival. There were antique cars. Exhibits of many almost lost skills of the early last century were displayed, including spinning wool into yarn, broom making, blacksmithing, a sawmill as well as syrup making. There were more types of foods to try than could be sampled in a week. Dancers, singers and who knows what all, filled spaces around the town square and Depot Museum. Crafts of every sort were available.

Mission accomplished and a good time had by all.

*LD and Johnnie*

## Stanley's Report

Well the Big Chickenfoot Contest is over and guess who won this AGAIN.. **JoAnn Davis**. I told you she loved me. Congratulations JoAnn...that's twice on the trophy. It was a big turn out. We had 4 or 5 tables with 5 people at each table. Lot's of fun!

Of course that's what we do at a rally. Have Fun...and eat. At this rally, we got the new game Bolo Ball. This was fun and different. We had lots of teams and talk about throwing styles ... some of them looked like they might have wrung the necks off some of my ancestors. They sure had a way of winding up and letting go. I think we also may have had some ex-cheerleaders playing. If they made a hit, boy did they did get excited...They were as much fun to watch as the game. This new game came to us via **Virgie & Corkey**....Corkey made the goal stand, the golf ball throws and he made-up the rules as we went long. Just joking. The winners here were **Leon & Penny Buenger, Debra Cunningham** & her friend (sorry didn't get the name), and **Willard & Joyce Murdock**.

Onward to washers...Talk about a turn out...we had about so many, many teams and it was raining so we played on the back veranda of the lodge. Of course you cannot put an obstacle in a GMCers face. He will improvise. That's how they keep them running. While we were trying to stay out of the rain, fisherman **Larry Turner** was out in it fishing. He caught a nice one he held up for all to see. Washers lasted about 3 hrs and the fun never stopped. The winners here were **Emmy Dunlap & Bob McKnight**.

Want to say "Thanks" to our hosts & The Octoberfest Theme was great. The Big Hit was the movie & pop corn. It was RV with Robin Williams.

I am looking forward to Buckhorn Lake Resort in January. I can't wait to see the Eagles. I think I can prove lineage back to them.

**Stanley**



# GMC Classics TechNotes

*Fred Hudspeth*  
*Technical Seminar Coordinator*

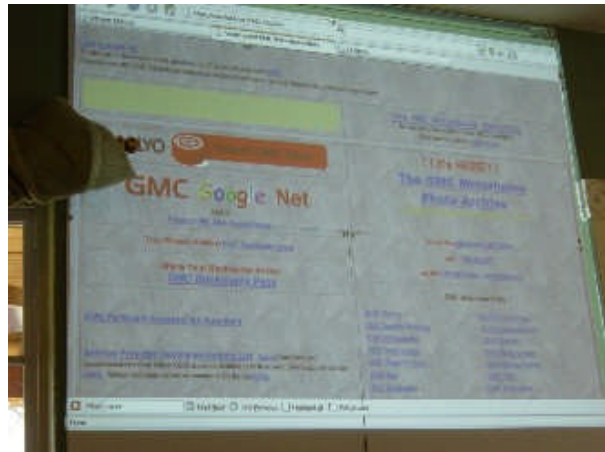
**Buckhorn Lake RV Resort**  
**12-15 Oct'06**

**Kerrville, TX**

Here is picture of the links screen at his website:

## Internet Resources

**Billy Massey**, for one who says he doesn't like to speak before large audiences, did an excellent job describing the Internet resources available to GMC owners. Here he is at work with **Charles Wersal** in his supporting role and a few of the owners who were present.



While you can't make out the information details from this picture, it does give you some idea of the depth of information available.

He did an in-depth description of the complex website he personally provides for the benefit of the owner community. That site with detailed links to other Internet resources is <http://www.bdub.net/GMCLinks.html>. With wireless Internet access and the club's digital projector in the meeting room, Billy brought up many of the sites that are helpful to owners. Among those are the GMCNet, a forum of about 500 owners who exchange information related to the repair, maintenance and general enjoyment of the motorhome. There is an explanation of how to join and participate at Billy's website.

Continuing with the discussion of the features on Billy's website, he lists GMC suppliers with further links to their websites. There the suppliers describe the products available, often with provisions for ordering online. Other features include RV salvage yards, an extensive array of manuals, listing of links to GMC service centers, scans of original GMC Mh sales brochures, the GMC Mh Registry (a database maintained by a former owner—now with nearly 7200 coaches), GMC Motorhome Information site (maintained by another owner—very extensive array of service related information and links), GMC Mh photo site (Billy maintains this site - sort of a "photo equivalent" of the GMCNet), links to other GMC Mh clubs, The Black List ( a list of owners willing to be a resource for other owners in distress. 'Has locations and types of help owners can provide...), GMC Mh owners personal websites, etc.

When you visit Billy's site, be prepared to spend several hours just getting acquainted with the resource information available there. And then you can spend days accessing the information!!

I have briefly visited other vintage vehicle websites and have yet to find one with even a fraction of the information available to GMC Mh owners. And no other make of motorhome, old or new, can remotely compare to the amount and quality of information, services, parts and supplies available to owners of GMC Motorhomes.

Thanks, Billy, for A JOB WELL DONE!!

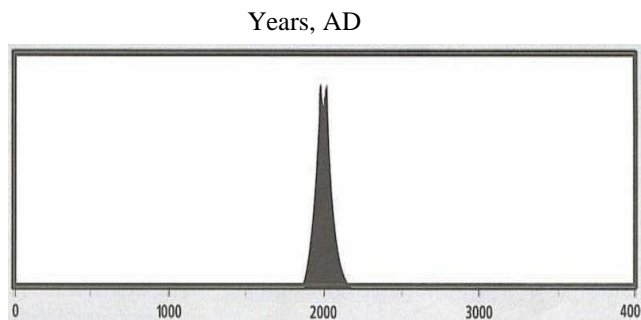
**Future of Energy - Facts and Fantasy**

As a change of pace from our usual discussion of topics directly related to the GMC Motorhome, I decided to moderate a forum on the energy supply situation with an emphasis on facts - and fantasy.

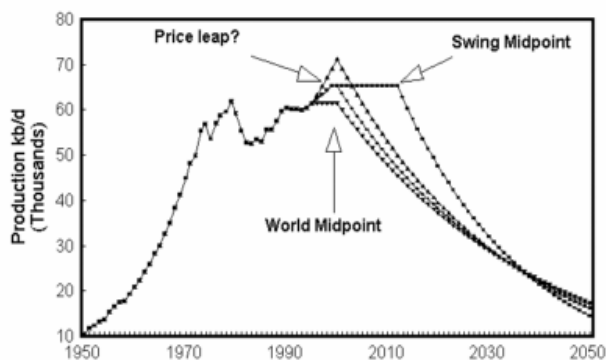
The energy supply situation directly impacts our use of our motorhomes through the price we pay for fuel. We saw that last fall and again this year when the price of gasoline exceeded \$3/gallon. Attendance was down at many motorhome club events and negatively impacted the RV service industry. I visited with the owners of several RV parks who said their customers were traveling shorter distances from home and spending less time away from home.

A key fact is that all of us are living in a time of relatively cheap energy - in spite of the price spikes over the past year. Oil and natural gas have been by far the cheapest form of energy for the world for the past 150 years. Because of cheap energy, we have benefited from unprecedented economic and social development on a world-wide basis.

Just as oil production in the US peaked and began to decline more than 35 years ago, it logically follows that world production will similarly peak and begin to decline as shown. Some energy forecasters believe that has already occurred or, if not, it will in the next few years. Even if production does not decline, it is very unlikely that any production increases can keep up with increases in world energy demand.



So what are the consequences of that scenario? The most likely one is that the price we pay for energy of all forms will increase substantially.



The chart above accurately predicted the price leap over the past year when demand outstripped production, first because of last year's hurricanes and this year's unprecedented growth in the Chinese economy. Incidentally, the chart was made when world energy demand was forecast to be about 73million barrels of crude oil per day in 2006. That number in reality is 85 million barrels per day in 2006—and still growing. But there will be seasonal declines in consumption - and price— just as we are seeing now. And there will be bump-ups in production on occasion but the long term trend will be a decline in production. That is because production fall-off from older reservoirs will more than offset production from new discoveries—just as we have seen with production in the US over the past 35 years. And this will occur while demand for energy is *increasing* on a world-wide basis.

So - what do we do to keep the “party” going? Politicians and environmentalists like to talk about diversifying away from an oil and gas-based economy. One thing they never talk about is the cost of



the alternatives to oil and natural gas. The reason they don't is that all of the alternatives are *much* more expensive than even the high cost we have paid for our energy over the past year. Even the least expensive of the alternatives, conversion of coal-to-liquids (like the Germans did in WWII) would be at least four times the cost we have paid for gasoline over the past year. The reality is that the consumer, you and I, are not going to pay a premium for the energy we consume just to diversify away from oil and natural gas. When the cost of oil and natural gas approaches that of the alternatives, then you and I will be more inclined to buy them.

But what are the alternatives—and will the energy derived from them be able to meet the future demand for energy? One thing is certain: no one of them will be able to offset the decline in oil and natural gas AND keep up with increasing demand. It will be tough for all of them combined to do that. Here are a few of the alternatives:

1. Wind turbines - California has 13,000 of them but they generate only about 555 mega watts. That is about what one small natural gas-fired electric generating plant makes. And it supplies the electric power needs of a town of only about 250,000 people.
2. Solar power - to replace oil and gas on a world-wide basis would require an area the size of Texas to be covered in solar panels.

Neither of these can provide energy to power the transportation fleet. About all they can do is free up oil for powering the fleet. Currently, wind and solar provide only 1/6 of 1 percent of all the energy we consume in the US.

3. Hydrogen - maybe energy wind and solar power facilities could be used to crack hydrogen from water. Hydrogen could then be used to power fuel cells for the transportation fleet. The cost of hydrogen energy equivalent to a gallon of gasoline would be *many* multiples of that we pay for gasoline today. And that does not acknowledge the *many* multiples we would pay for hydrogen powered vehicles compared to the price of today's gasoline/diesel powered vehicles. Then there's the issue of platinum required for the fuel cells. Currently, the plati

num supply is only about 1/20th of what it would need to be to power the transportation fleet.

4. Nuclear power - here the problem is the world's declining supply of uranium to allow power from nuclear power plants to replace any significant number of oil/natural gas-fired plants.

5. Bio-fuels (ethanol and bio-diesel) - when all of the energy required to make them (pesticides, fertilizers, fuel to manufacture and run farm machinery, fuel required to convert agricultural feedstocks to bio fuels, etc.) is accurately considered, about 6 units of energy are required to make one energy unit of bio-fuel. To provide the bio-fuel energy equivalent of oil on a world-wide basis would require a farmable land area the size of Africa. If we, as taxpayers, were not subsidizing the cost of bio-fuels made from agricultural feedstocks, there would be no bio-fuels.

In conclusion, while all of the above are very expensive compared to what we now pay for energy, a combination of them will allow us to "keep the party going". And with the technological breakthroughs that I am confident will happen, the price of energy in the future will be bearable.

Credits: the first graph: [Community Solution](#)  
The second graph: Dr. CJ. Campbell

### Quick Notes (Friday and Saturday)

**Larry Turner** described the diagnosis and fix to a frustrating problem he recently experienced. After engine warm-up, he would often have an abrupt shutdown and erratic operation of the fuel gauge. After considerable investigation, he found that a wiring harness connector with multiple conductors had fallen onto an exhaust manifold. and would intermittently fuse a couple of wires together. The conductors were for the electric fuel pump and fuel tank sending unit. After cool down of the manifold, the wires would separate just enough to allow normal operation until the manifold heat would allow the plastic connector to fuse them together again. After replacing the connector and securing it away from the manifold, he has had no further problems.

'Said he "was looking for the problem in all the wrong places"...

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In response to an owner's complaint about poor performance of a rebuilt OEM carburetor (two of them!!), **Larry Turner** recommended an alternative carburetor—an Edelbrock "square bore" for the GMC/Olds 455 CID engine. Others suggested that he investigate further the possibility of problems other than carburetion.

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There was considerable interest in a hub/knuckle failure **Jim Grissom**, attending his first GMC Classics rally, experienced near San Antonio. The assembly failed catastrophically. **Billy Massey, Larry Turner, Charles Wersal** (and possibly others) went to Jim's aid. They speculated that the failure occurred due to improper bearing grease-pack and maybe improper assembly. They were able to find replacement parts for Jim's trip to his home in Edinburg, TX

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**Ken Broostin** advised when replacing the Onan fuel pump, it is essential to get an exact replacement for it so as to have the correct fuel pressure.

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**Ramblings**

**Bill and Anne Marie Carter** attended their first Classics rally. They own a '76 Birchaven and live at San Angelo. Thanks for your contribution to the tech sessions, Bill.



Special Guests for Billy Massey's Internet presentation (to be sure he got it right?)

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**Winter Rally- Big Chief RV Resort, Lake Buchanan (near Burnet, TX), 25-28 January'07**

Tech Session Presenters:

**Bud Allen** will talk on repowering his 1973 Canyonlands with an 8.1L GM marine Vortec engine and his basement airconditioning system.

**Bill Bramlett** will discuss tire problems, solutions and replacement tires for the GMC Motorhome.

'Hope to see you there.

Fred Hudspeth

## Search for Successor to Emery Stora, GMCMI Convention Manager

When Emery Stora accepted the contract administrator role for GMCMI in October 2003, he said he would be willing to serve in that capacity for approximately three years. He, however, has generously agreed to continue for another year but in a reduced capacity. Accordingly, the 2006 Board of Directors has recruited Billy Massey of Brownwood, TX to perform the member and publications services portion of Emery's original contract, effective 1 January 2007. While Emery will continue to manage GMCMI's conventions for another year, he has requested the GMCMI Board to recruit a replacement for him as convention manager by the middle of 2007. That timing will allow the new convention manager to work with Emery on the Fall 2007 Convention at Amana Colonies, Iowa and assume the responsibility for future conventions effective 1 January 2008. The GMCMI Board has appointed a search committee. The members of that committee are George Baxter (206-940-2340), Don Brown (765-463-3815), Fred Hudspeth (903-509-2495), Dave Lenzi (810-653-3902) and Emery Stora (505-660-9507). They would welcome a phone call from anyone who may be qualified and interested in the role or perhaps could recommend such a candidate.

While management of GMCMI's conventions requires a broad array of executive skills, these deserve special consideration:

a. Interpersonal skills - vital to retaining current members and recruiting new members. Serves as the "go-to" person at GMCMI conventions. Maintains effective working relationships with other GMC Motorhome clubs, vendors, Internet groups and FMCA to further the preservation and enjoyment of GMC Motorhome ownership.

b. Cooperation with GMCMI Board - it is vital that the contractor willingly cooperate with the GMCMI Board and faithfully execute Board decisions.

c. Convention program planning and execution - the technical and non-technical programs are magnets to attract convention registrants. Emery very effectively promotes convention attendance on the Internet using the planned program content as a means of generating interest. It is then vital that Emery's successor be able to visualize interesting program content and recruit qualified presenters.

d. computer literacy - highly preferred for producing convention documents and maintaining convention files.

The compensation for the convention manager role is \$17,500/year. That is half of Emery's current compensation. The other half will go to Billy Massey for the roles he will be performing. GMCMI's convention manager plans and manages two conventions each year and is a key player in the site selection process.

For the GMCMI Executive Search Committee -

By: Fred Hudspeth  
President  
GMC Motorhomes International

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## January Business Meeting

New officers will be installed at the January Rally. Thanks to all who have served during the year 2006. You have done a great job! It has been a great year and the hosts have arranged fantastic rallies. They just keep getting better and better!

We will also be discussing a raise in the membership dues for 2007, which have remained at \$20.00 since the beginning of GMC Classics.

When the membership has made their decision at the rally in Burnet, dues will be payable at that time. Notice will be sent to those not in attendance.

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## Red Hat Tea

**Emmy Dunlap** is planning a wonderful Red Hat Tea for Burnet. Don't forget to bring your door prize. You never know what to expect at one of these teas. Don't miss it!

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## Computer Class

**Debbie Massey** and a few friends are going to have a computer class in Burnet. Be sure to bring your laptop, paper, and pen. This has been a much requested class and we are expecting quite an attendance. The basics will be covered, along with some special requests.

Depending on the reception of this class, it may be a reoccurring event at future rallies.

Thanks to **Billie Young** for doing a survey and getting this class started.

## Burnett and Bald Eagles

**Lanny and Billie Young** and the slew of hosts have put forth great effort in organizing and planning the January Rally. Be sure to look at the schedule to see what is planned.

You will be provided a bag with information on things that are available in the area, including the **Bald Eagle Nesting** area that is nearby. This is a once in a lifetime chance to see these beautiful birds and their offspring in their natural habitat. Bring your binoculars and cameras. You won't want to miss this event.

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## SPRING RALLY

Our 2007 Spring Rally will be held in conjunction with the GMCMI Convention at Rayne City RV Park in Rayne, Louisiana, March 11-17, 2007.

Start making your plans now to attend. If you have never attended an International Convention, just ask one of the members that attended the Montgomery Rally last spring about it.

GMC Motorhome International (GMCMI) is a much larger convention and has many more hours of technical presentations. GMC motorhome specific vendors come from all over the country to offer their products and expertise.

These conventions last about a week and usually have about 250 to 300 coaches in attendance. People will be coming from every corner of the nation and they all have the same interest in this wonderful GMC motorhome.

Again, plan on attending, as you will be pleasantly surprised at the friends you will make and the knowledge you will obtain. Great food and fellowship is always abundant.

For more information go to [www.gmcmi.com](http://www.gmcmi.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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