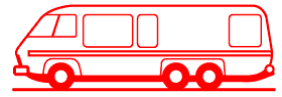


CLASSIC

CHATTER

GMC Classics



Bob Musgrove

President's Message

What a great year 2006 was for GMC Classics members! Of course, this was, in great part, due to the leadership of Past-President **Mattie Driskell**. Mattie, you were always so well prepared that we wouldn't have noticed even if you **had** forgotten something!! I am honored to follow you as President of GMC Classics.

The January rally at Burnet, Texas was a huge success. What winter contrasts for Marilyn and I, from the warm glow of the fireplace in ice-bound Tulsa to the beautiful sunsets over the lake. Yes, we did have *some* sunshine over the course of the rally.

58 coaches were present, plus two cabins occupied with a total of 114 GMC Classics members in attendance. Our hosts **Lanny & Billie Young, James & Redonia Harper, Bob & Sandra Price, Jerry & Rosa Barnes, Ed & Kandy Lilly, and Larry & Tricia Stroud** made sure everything went smoothly with plenty of great food and camaraderie enjoyed by everyone. The tours of the Antique Plane Museum, Fall Creek Winery, and Reese Old Cars were well attended, as were individual visits to observe the eagles nest.

Bill Bramlett and **Byron Maxwell** each did outstanding presentations at the tech sessions. **Mattie Driskell's** craft session (Potpourri Bags) was a great hit; and **Debbie Massey** taught a computer class to an overflow crowd. The Red Hat Tea was well attended with a delicious lunch provided by the ladies from the Tulsa Lunch Bunch with help from **Ann Brieger, Sharon Hudspeth, and Jan Wersal**. Thank you, **Emmy Dunlap**, for planning and overseeing another great Red Hat Tea experience.

Singer Jim Wynn provided the entertainment on Friday night. We had fun with the Mardi Gras attire, which was the official dress for the Saturday night dinner at Danny's Diner.

Most of you know **Marilyn** and I from past rallies. Whispering Pines RV Resort in Tyler, Texas was the first GMC Classics rally that we attended. That was in October 2003. We have now attended several rallies, including three sponsored by GMCMI. We bought our 1977 GMC Royale in September 2000, soon after I retired. The first time we took it on a short trip, the battery went dead. We realized then that the alternator didn't work. A short time later, we discovered that the left front wheel was *very* loose. Most of us have had similar financial awakenings with our GMC's. Initially, we were not aware of the clubs that exist to provide friendship, camaraderie, and technical support. That changed when, just by chance, I found the GMCMI web site. An email to the site put us in touch with **Glyn and Melrose Trimble**. Glyn is the founder of the Tulsa Lunch Bunch which, like the North Texas Lunch Bunch, is a casual group of GMC owners who get together socially between rallies.

The March GMCMI rally at Rayne, LA was very well attended by GMC Classics members (46 coaches). A total of 135 coaches were present; and several members came minus their coaches, staying in local motels. Attendees came from 25 states and three Canadian Provinces.

The GMC Classics potluck dinner on Monday night had 84 members in attendance with an abundant amount of friendship and food available. During the week, members ventured into the nearby restaurants to sample the local cuisine, including crawfish (in some cases, especially crawfish).

The Red Hat Tea had 110 attendees with tasty fare provided by the GMC Classics ladies. The Lafayette High School Dance Team provided entertainment. **Jim and Sheri Jackson's** granddaughter is a member of that very talented group.

Sadly, we have lost five of our GMC Classics members since January.

Luther Wilkerson – January 22nd

Dr. Dan Feinstein – February 16th

Joe Summey – February 20th

LaRosa Rose – March 12th

Gordon Dunlap – May 4th

They will be deeply missed!

It is an honor to serve as your GMC Classics President, a commitment that I accept with anticipation for an exciting year.

We are looking forward to seeing you at the next rally at Wilderness RV Park, Mathis, TX. The dates are June 21st – 24th.

NEXT RALLY

Dates: June 21-24, 2007
Location: Mathis, Texas
Site: Wilderness Lakes RV Resort
Hosts: Art & Carroll Owens
Jim & Betty Presley
Carolyn Tipton & Karon Haynie

Reservations due June 5, 2007

FALL RALLY

Dates: October 25-28, 2007
Location: Guthrie, OK
Site: Cedar Valley RV park
Hosts: Bernie & Renee Baldwin

More information later.

Burnett Rally

The Rally in Burnett is over but will not soon be forgotten. **Billy and Lanny Young** spent a good 6 months preparing for it. They went above and beyond what could ever be expected of hosts. Thanks to you and your helpers (listed in next column), everyone had a unforgettable experience.



As you can see ... we had a blast!

The outcome of the games were:

Bunco

1. Dwayne Lugafet - Top Bunco
2. Irene Montgomery - Top Games
3. Sandra Price - Boobie Prize

Chicken Foot

1. Irene Montgomery
2. Lorren White
3. Barbara Kyle

"Special" Chicken Award: Billy Massey

Golf

1. Warren Mitchell
 2. Jim Davis
 3. Jim Grissom
- Wayne Alumbaugh - Boobie Prize
Charlotte Alumbaugh - "Mrs. Golf"

Horseshoes

1. Linwood Arthur / Lorren White
2. Bill Carter / Jerry Reeves

Washers

1. Jerry Reeves / John Sharpe
2. Bob Tietje / Georgene Farrill
3. Bruce Farrill / Margaret Treude

Bolo Ball

1. Willard Murdock / Eugene Mazzurana
2. Margaret Treude / Norman Treude
3. Carolyn Tipton / Karon Haynie

Special Awards

Fred Hudspeth - Technical Seminar Coordinator
Bill Bramlett - Tech Session Presenter
Byron Maxwell - Tech Session Presenter
Art Owens - Faithful Coffee / Kitchen Overseer
Carroll Owens - Role Model / Mentor
Joyce Murdock - Decorations Coordinator
Debbie Massey - Computer Class Leader

Also "Special Thanks" to our marvelous Co-Hosts:

Bob & Sandra Price
James & Redonia Harper
Jerry & Rosa Barnes
Larry & Tricia Stroud
Ed & Kandy Lilly

Hosts: Lanny & Billie Young



Tech Notes

by Fred Hudspeth, Technical Program Coordinator

Big Chief RV Resort
25-28 Jan'07

Burnet, TX

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.

GMC Mh Transmission

Bill Bramlett opened the technical program Friday morning with comments on maintenance, repair and performance of the motorhome transmission.



Bill describing transmission oil level measurement problems

The dipstick will show an inaccurate reading of the oil level if the tack weld of the cap-to-the-stick has failed. Be sure the stick is the proper one and that the cap is at the proper location on the stick.

Bill told us that a Toronado transmission is an acceptable replacement for the motorhome, but he modifies it to better accommodate the higher load of the motorhome. He said the OEM transmissions in the motorhome was the equivalent of an Eldorado transmission.

He then talked about clutch packs. He noted that greater slippage in reverse than in the low range is normal.



Clutch pack and bands

The bands are applied only when the transmission is shifted into reverse, low or second.

Bill said he modifies his transmissions to include two additional clutch plates. He uses fiber plates made by Raybestos.

The kickdown switch causes changes in hydraulic pressure for the transmission to shift to second range.

It is acceptable to manually downshift the transmission on a hill-climb - but do so before going below about 2400RPM. This avoids extremely high exhaust gas temperatures.

Bill said the latest version transmission fluid is Dextron VI. It reportedly has an improved viscosity profile resulting in better shift performance.

Tech Notes

Lanny Young continued the Friday Program by introducing a guest speaker, **Gary Peterson**. Gary owns Peterson Tire Distribution, Inc. in San Antonio.

Here's Gary...



Gary noted that in 1970, only 1% of tires produced were radials.

Improper inflation is the greatest cause of accelerated tire wear and failure. He advises owners to always carry their own tire gauge with them. He emphasized that *air* carries the load, irrespective of tire brand. An under inflated tire results in accelerated edge wear while an over inflated tire causes rapid center-tread wear.

Gary then reviewed "how to read a tire" with special emphasis on the date code. He noted that for local, low speed use, tire age is less of a factor in the replacement decision than for highway use. Tread wear can be the primary factor in deciding to replace for local use. For highway use, he recommends replacement of Michellins at 4-5 years regardless of tread wear and 4-6 years for most other brands.

Gary advised that if a tire sustains an injury of more than 1/4" in diameter, it should be replaced. For damaged tires that are repairable, it is best to ream the hole, insert a plug and place a patch on the inside of the tire.

Snap-in valve stems are acceptable for up to about

50PSI. Our motorhome wheels should always have steel valve stems as the required pressure is more than 50 PSI.

Gary observed that radial tires will "talk" when separating as there is more rolling resistance than for a sound tire.

Gary noted that steel-sidewalled tires have 1 ply sidewalls and can carry pressure up to about 120PSI. There are only limited sizes available and they are expensive relative to conventional radials.

On tire truing, Gary said that should never be required for tires made to a quality specification. If, however, a tire has worn unevenly due to suspension and related problems or the vehicle has one or more out-of-round wheels, tire truing may help extend the life of the tires(s) and improve driveability.

On Saturday, **Bill Bramlett** did an unscheduled discussion of a problem **Art Owens** had with his motorhome door. **Carol and Art** were unable to unlock the door Friday night when they returned from the rally room. They crawled through a window only to find they could not open the door from the inside either. Art then crawled out through the window very early Saturday to make coffee for the troops. When Bill and others heard about the problem, they investigated and found that the lever *pin* in the latch mechanism had failed. Pictures below...



Tech Notes

The lever actuates the latch mechanism. Fortunately, another owner just happened to have a spare latch/lock assembly. Bill and others installed it and Carol and Art were spared from continuing to have to use a window as a “door”. The pin in the latch mechanism was judged to have failed by just “wearing out”.

Next, **Charles Wersal** took the floor to explain the procedure and show a tool for reaming a Toronado knuckle to accept the ball joint stud for the motorhome. He noted that the Toronado knuckle is the same as that for the motorhome except that it lacks the reinforcement and the larger ball joint stud bore for the motorhome.



Byron Maxwell

Byron Maxwell then followed as the “feature presenter” for the morning. Byron’s subject was the house electrical system. He said that since he had presented this subject as a seminar often in the past, he would like to use his time for a “bull session”.

Byron had excellent participation from the audience. On insulation for wiring, **Tom Landis** recommended use of bed-liner material rather than electrical tape. He noted that bad grounds for the AC system often are first noticed as a “tingle”. When detected, it is vital that the cause of the ground problem be immediately found and fixed. Byron cautioned on the need to always check polarity at campgrounds. Although the campground may appear to be new and/or well maintained, recent repairs to the electrical connections at a camp site may have been incorrectly done.

Byron then reviewed the pros and cons of using 6V golf cart batteries for the house system. He explained the series battery connections. Golf cart batteries provide substantially more capacity for self-contained camping than conventional 12V batteries. For motorhomes that are rarely used for self-contained camping, owners may find the 12V OEM systems to be adequate for their needs.

Ken Broostin and **Tom Landis** recommended fusing the 12V starting motor cable for the Onan genset, especially where the battery for starting the Onan is at the front of the motorhome.

Byron discussed motorhome converters and the damage they cause to batteries if left on continuously. He recommended using a trickle charger rather than the onboard converter to maintain battery charge when the motorhome is not being used.

Byron closed by noting that a combiner can be used as a replacement for the isolator as it also maintains separation of the house batteries from the motorhome starting battery. A source for the combiner is www.yandina.com.

Tech Notes



Young's GMC

Rally Hosts, **Billy and Lanny Young**, brought their newly painted GMC. While the graphics work had not yet been done, the paintwork and re-plated bumpers looked excellent.

The paintwork was done at the automotive service center the Youngs own in Kingsland, TX. Lanny notes that while they painted their motorhome at the shop, paintwork is not part of the service their shop offers.



The "Faithful"...

The usual spring Classics rally was combined with the GMC Motorhomes International Spring Convention at Rayne, LA, 11-17 March'07. There were many hours of technical topics at that convention but there were no tech sessions exclusively for Classics members. It was great to see a large number of Classics owners there.

The next Classics rally will be at Mathis in June. **Robert Musgrove** will host the tech sessions at that rally and has arranged for several members to present them.

Sharon and I will be in Alaska as usual for the summer.

Fred Hudspeth

Rayne Convention/Classics Rally

By Georgene Farrill

Well the GMCMI Spring 2007 newsletter pretty well covered the rally in Rayne, LA in regard to turnout, weather, activities, and seminars. They didn't mention the swap meet. Wow, it was like a 1960's Dollar Day Sale. We were lined up at the

door and they wouldn't let us in until 2:00 exactly. It was fun seeing everyone running to the certain items they wanted. I was after the white enameled GMC pin. This was the 1st shipment the supplier had received in several years. **Charles & Jan Wersal** bought what she had left, so if interested contact them in Mathis in June.

Being a world traveler (in books only), Rayne was not really what I was expecting. I thought there would be more Bayou Country, Plantations, and Spanish Moss. If you get off the major highways and travel the FM roads, you began to notice big shallow ponds of water beside the homes. Come to find out, if there was a buoy on top, they are raising crawfish, if not, it was for growing rice.

A few of us took the swamp tour to view alligators and learn some history. Our authentic Cajun guide was very interesting. He was blue eyed, dark skin, black hair and sounded like the "Cookin Cajun", Justin Wilson. The most exciting part of the swamp tour was getting there!. We had to travel 30 or 40 miles and the boat departs at 1:00 pm exactly. *Do you know how hard it is to get 3 cars of us together?* **Joyce Murdock** was the lead driver and LEAD she did. We had to be going **90 miles an hour** in and out of traffic and amazingly, she didn't get a ticket because THEY COULDN'T CATCH HER...When we FINALLY got there, Willard had to jump out and stop the boat before it left without us. It was a fun day for everyone!

On Sunday a bunch of us went to Avery Island, the home of World Famous Tabasco Hot Sauce. The plant was closed so we did not get to see them in production, but did get to walk through it and they had a great gift shop. I tried to get pictures of everyone together but hey, it was like corralling puppies. Out behind the factory is the Garden Jungle. The owners set this area aside many years ago to save the Egrets and it is beautiful. This was my Louisiana. The huge trees with Spanish moss, beautiful flowers, alligators in the swamp, birds everywhere, and then we saw the Egrets standing on the platforms in the water. It was perfect.

And YES,YES,YES we did do seafood. Every place was a seafood or a crawfish eating place. What was amazing was the way some of these inland people could put away CRAW-FISH...you could tell by the look on their faces they were in 7th heaven

As always Bingo was a good turnout...and some BIG MONEY pots were won. **Jim Jackson** showed up with his

arm in a sling, somehow turned it into a sympathy cry, and then won 2 pots.

Art and Willard opened the doors every morning with fresh coffee for all. Check out Arts new apron. It is neat and there is a story.

The Classics are an important part of the GMCMI. We are into everything. I want to especially recognize **Rosa Barnes** for all the work she did on the baby blankets. She worked on whatever the leader had them doing in the daytime and continued late into the night while the rest of us were playing cards. She finished lots of blankets while singing and having a great time.

Again, it was a good trip and a good time with good people. See you in Mathis.



Bill and Bobbie Bramlett Day

By Glyn Trimble

From time to time in one's lifespan the opportunity to give back to a friend presents itself!

The Tulsa Lunch Bunch was honored to present a proclamation from the Mayor of Tulsa, Oklahoma to **Bill and Bobbie Bramlett** giving them this day of recognition for their total and complete unselfish life of service to those of us in the GMC community...not only locally, but across the nation.



Bob Musgrove read the proclamation from the Mayor to Bill and Bobbie...this was followed by a standing ovation and one so richly deserved. "Well Done", faithful servants, Bill and Bobbie Bramlett...you have served us well.

CLASSIFIED ADS

1976 Palm Beach - Repainted as original, kept in tip top shape. Original clean interior. Excellent condition. \$19,000. **Nancy Fulks** near San Antonio. nancyfulks@aol.com 830-612-3803

1978 Kingsley - Repainted original Emron. Excellent interior. TV cabinet, 2 roof a/c, Fan-Tastic vents, awning, pod, Alcoas. Trans and Final drive rebuilt. \$9000. **Larry Turner** in San Antonio. 210-508-8501 / 210-490-1068 lturner2@sbcglobal.net

1994 Ford Escort Station Wagon tow car with tow-bar. 33000 miles, 5 speed stick shift. \$2000 **Gordon Wright** in Dallas 214-361-1988

1977 Kingsley - Good condition. New roof ACs, fridge, water tank. Has a couple of cosmetic blemishes. Babied all it's life and kept in top mechanical condition. \$10,000. **Mary Louise Thompson** in Houston. 281-565-0039 / 281-388-0754

1977 Kingsley, 455, 59,000 mi. New tires, shocks, front end rebuilt. Brakes rebuilt. New air bags, wind shield, carpet in original interior. \$17,500 Hal Finley San Antonio 210-532-6652 hfinley@satx.rr.com

Name Tags

Classics name tags are available for \$10.33 a pair. Contact the Classics Administrator, Billy Massey, or use the order form at www.gmcclassics.com/nametags.html

E-Mail List

The Classic E-mail List is very useful to our membership. Members use it to keep in touch with each other. It's a great way to get the word out to many people with just one e-mail. You can respond to the whole group or you can do it just to an individual. All members are encouraged to take advantage of this tool.

Sign up to receive these e-mails
www.gmcclassics.com/listserv/

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 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.

Officers:

President Bob Musgrove

4716 w 89th St, Tulsa, OK 74132-3426
918-446-5591 E-Mail: musgrove3@cox.net

Vice President Bill Wortham

8912 Persimmon Rd, Big Sandy, TX 75755-5164
903-636-9973 E-Mail: billandlil@msn.com

Secretary Charlotte Alumbaugh

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

Treasurer Redonia Harper

277 Old Hwy 135, Gladewater, TX 75647
903-845-5181 E-Mail: james.f.harper@att.net

Wagon Master Ed Lilly

14500 Crainwood, San Antonio, TX 78233
210-656-2594 E-Mail: elilly001@satx.rr.com

Assistant Wagon Master Bernie Baldwin

15210 N 3960 Rd, Dewey, OK 74029
918-534-0336 E-Mail: berniebwin@aol.com

Technical Seminar Coordinator Fred Hudspeth

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

Caravan Coordinator L.D. McWilliams

1612 E. Main, Whitehouse TX 75791
903-871-2648 E-Mail: lmcwilli@cox.net

Administrator/Webmaster Billy Massey

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

Sunshine Lady Billie Young

1208 CR 132B, Kingsland, TX 78639
325-388-6502 E-Mail: billiey325@yahoo.com

FMCA Representatives:

National Director Corky McHaney

1257 FM 337E, Medina, TX 78055
830-589-2431 E-Mail: jvmchaney@78055.com

Publications:

Newsletter Editor Debbie Massey

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

Website: www.gmcclassics.com

