

Classic Chatter

GMC Classics



The Prez Sez

Willard Murdock

What a great time was had at the Gladewater Rally. Lots of food, fun and fellowship. Even the weather wasn't all that bad. The Hosts did an excellent job! Our next Rally will be in conjunction with the GMCMI Rally in Montgomery, Texas March 19 - 25.

Thank you so much for your confidence in electing me as your President. My mission for 2010 is membership with lots of fun thrown in for good measure. So let's get out and beat the bushes and come up with some new members. A special thanks to the 2009 President **Ed Johnson** for his hard work in guiding the Classics through some hard economic times. We have outstanding officers for this coming year and hope to have one of the best years yet. See you in Montgomery.

Willard Murdock

NEXT RALLY:

In conjunction with the GMCMI Convention.

All Classic members are invited even if you aren't a member of GMCMI.

Dates: March 19-24, 2010
Location: Montgomery, Texas
Site: KOA, North Houston

Reservations must be postmarked March 7, 2010 or before to avoid a late charge.

Please see Registration Form included.

FUTURE RALLIES

SUMMER RALLY 2010

Dates: July 22-25, 2010
Location Windstar RV Park
Thackerville, Oklahoma

FALL RALLY 2010

Dates: Oct. 28-31, 2010
Location Rustic Creek Ranch
Burleson, Texas

2010 Club Dues

Second Notice

(46 members have yet to pay)

In order to continue your membership, your dues must be paid by April 1, 2010.

Please send your check to:

GMC Classics Headquarters
7110 Forbes Drive
Brownwood, TX 76801

Classic Membership Update

As Willard stated in his Prez' Message... "My mission for 2010 is membership with lots of fun thrown in for good measure." **Sounds like he is throwing down the gauntlet and challenging each and every one of us to get at least one new member.** Classics are just like family and we should share this experience with others.

Our Club membership now stands at 163. We want to welcome these new members to our Classics family:

Paul Ervin and Leslie Lisdell, Weleetka, OK
David and Peggy Stewart, Longview, TX
Phil and Doris Taylor, Fair Oaks Ranch, TX

Sunshine Report



This is a recording: Thank you everyone for the ongoing prayers, literal flood of cards, phone calls, emails and countless acts of kindness toward Lanny and me lo, these **many** months now! Dang, I'm gettin' dizzy from this merry-go-round! At least one surgery is behind us, thank God. It wasn't the one planned, but an unexpected triple-bypass. So much still ahead it makes one's head spin. God's grace is sufficient, though. Thank you for letting Him use "you" to be a blessing on our behalf. I love y'all dearly and am so thankful you're in our lives!

Shh. I have a secret. We have hidden talent in our GMC Family in the form of a couple of ladies who know how to make **very creative** greeting cards and matching envelopes that will make you laugh and cry at the same time. Have you been the recipient of one of them as we have? Not only once or twice, but several times in these past few months. They are **Frances Reeves and Renee Baldwin!** Ladies, you're 2 well kept secrets...or at least you were. I think we need these ladies to team up for the next computer class and teach the rest of us how to get those creative juices flowin'. Whenever we get to make another rally, I'll show them to you. They're awesome....the cards and the ladies!

Kudos also go to **Joyce Murdock** for steppin' up to the plate, taking care of the cards for me at the Gladewater Rally, and mailing a whoppin' **12** cards to our beloved GMCers. Thank you so much, Joyce. You took a great weight off of my shoulders, and went the 2nd mile by sending me a list of the names and occasions for my records. I owe ya', girlfriend. Therefore, since the last newsletter (and as of **Feb. 9**), there have been **39** cards sent by mail, **5** Welcome Aboard letters sent to new members, and only the Lord knows how many emails, ecards, and phone calls have been made. There will be many more between now and Montgomery, but those are the totals as of this date.

God, I love this job! Now don't take me wrong. I'm not glad people get sick or lose a loved one, or for those facing challenges beyond compare. The blessing for me is to come alongside you and lift your arms or give you a hug, reminding you that you are not alone, and that God loves you **very much!** He has placed so much of His love inside me, you have graciously given me an avenue by which to express it. So for that, I'm most thankful to you, my precious GMC Family.

That's one of the neat things about the gifts of God. They're all from **Him**, so we can't take credit for

them. Then look what He does for us....He give us each other to give expression to those awesome gifts and talents. We have such great leadership in our Classics Family: guys who are gifted in teaching the seminars; men who share their wisdom in keeping these babies running good; women who are crafty (in a **good** sort of way) and can share their talent; good cooks and gracious hosts; organizers and those who can delegate; faithful servers; decorators, designers and artists; family with the gift of humor who can make us laugh and leave our worries behind; men with strong helping hands to lend aid and advice to their buddies; words of encouragement and moral support. Yes, all we have to do is look around at our precious Classics Family, and we'll say, "Wow! God loves me so much He gave me this person, and that person, and yet another one." We're so much a part of a bigger picture here. Each of our lives connects and is inner woven with each other in such a strong force of support. Need a good support group? We have one here, and we're called "Family!"

Billie Young – grateful to be your Sunshine Lady

Gladewater Rally in Review

Red Hat Tea

Hope everyone enjoyed the soup and sandwich luncheon at the Red Hat Tea. It's nice not to have to worry about lunch on these days and the entertainment was so funny, we always need a good laugh. The lady Pat Randle, from Gladewater, did the stand up comic routine. She performs locally for churches and business luncheons. She is a good friend of Redonia and donated her time for our enjoyment. She did a good job of entertaining us.



The International Red Hat Tea should be totally buttoned down. If you are one who has asked if they can donate a gift, yes you may, just remember to have it wrapped. We do not really need any gifts but people keep asking. We have 5 large gift baskets (value \$25.00 to \$39.00) and so far we have 8 smaller donated gifts. I am looking forward to Montgomery and hope we have a good turn out. See you then !

The Queen

Georgene Farrill

Game Winners:

Chicken Foot:

- 1st **Carolyn Tipton**
- 2nd **Charlotte Alumbaugh**
- 3rd **Kathy Ohlhausen**
- Highest Score **Robert Kaufman**

Bolo Ball:

- 1st **Willard Murdock & Robert Kaufman**
- 2nd **Lucille & Claude Skipper**
- 3rd **Sandra Price & Grace Lee**

Washers:

- 1st **Frances & Jerry Reeves**
- 2nd **Lucille & Claude Skipper**
- 3rd **Boyd Mooney & Willard Murdock**

Pine Wood Derby:

- Men
- 1st **Larry Turner**
- 2nd **Billy Massey**
- 3rd **Burt Doucette**
- Women
- 1st **Jackie Isenhour**
- 2nd **Linda Turner**
- 3rd **Georgene Farrill**
- Slowest car: **Leon Buenger**

Stanley's Report

By Georgene Farrill



A typical Texas winter, cold, wet, and windy was our constant companion at the Gladewater Rally, but it did not dampen anyone's spirits. Well I say that but maybe it helped to ruffle a few feathers at game time. Ahhh the intrigue. Read on, you know you want to. The hosts **James and Redonia Harper, Jerry and Frances Reeves, Charlie and Minnie Myers, and Ed and Jo Ann Johnson** had everything rolling along at a busy pace. The table decorations were outstanding. The theme was cowboy. There were Wanted Posters on every table and on the wall with really cute cardboard stands for them. Redonia had asked people to send her pictures, some did but she took the others from old rally pictures. We had pictures of members dating and their wedding pictures, etc. I had a hard time recognizing **LD McWilliams** in the picture with **Johnnie McWilliams**. How we have changed...not to mention the moustache that helped to hide him. Everyone got a kick out of the pictures and they got to take them home after the rally.

The continental breakfast had Texas sized apple fritters that were purchased from a local Donut Shop. They were delicious and were loaded with apple bits. They had to cut them in 1/2 because they were so big. We had 40 coaches registered and 4 couples stayed in motels. This was a very good turn out despite the bad weather and illnesses that plagued our members.

Billie Young, our Sunshine Lady, and **Lanny** couldn't attend due to doctor appointments and procedures so she asked **Joyce Murdock** to arrange for the cards to be signed. We had 12 cards to send to those we knew were under the weather for various reasons. Hope everyone is better and ready for the next rally. We missed you!

Thank goodness the ladies went shopping on Thursday because they were too busy after that. They hit the antique shops in Gladewater and spent their usual fortune. As **Emmy Dunlap Rose** said, "We go to these places to see how much our stuff at home is worth." I think **Charlotte Alumbaugh** had a big purchase with 2 small (maybe finger) bowls for her dogs to drink water. We saw **Burt and Judy Doucette**, who were in town before us, still shopping when we left. There was an unusual store, Decorator's Excellence. The lady that ran the store takes people on tours to Italy for shopping. She was very friendly and her store was very interesting. While touring downtown, some of the ladies nearly put a sandwich shop out of business. By the time **Sandra Price** and **Mattie Driskell** arrived there was no soup or croissants left... just a simple sandwich was to be had. But the conversation and company was so good they didn't even mind. Later in the day a carload of ladies went to "Maudy Gaudy's" where some purchases were made. Happy, happy ladies!

We started Thursday with hamburgers followed by Chickenfoot. These were the best hamburgers! We had 34 people playing Chickenfoot. **Frances Reeves**, the rules judge, was kept very busy. **Carolyn Tipton** won and planned on taking me to the Holy Land with her. She said she was going to baptize me in the Jordan River and she knew I was a sinner because of all the places I had been and the people I went home with. Someone told her about all the security at the airports and that she probably wouldn't be able to take me. Now I'm really scared because I heard her say she was going to take me out back to a Louisiana bayou and just dunk me herself and she sounded so serious!

On Friday the men had their Tech Session and Swap Meet. They always love this and usually find something

they just can't live without. **John Sharp** got some windshield wipers which was a perfect buy with all that rain. **Charlie Myers** had a pickup bed full of parts that **Emmy Dunlap Rose** had donated. The proceeds went to the Classics in memory of **Gordon Dunlap**. **Judy Doucette** had a table of jewelry that disappeared very quickly when all the women discovered it.

The washers tournament was very popular as always. Each time we play it is a little different and this time it was inside on cement floors (remember the rain). We borrowed the park's special washers so they wouldn't be bouncing off the ceiling. The first team to play was real life neighbors **Wayne and Charlotte Alumbaugh and Bruce and Georgene Farrill**. As Wayne would say, "it wasn't pretty" but I think they were just lucky as they easily took out the Farrills. **Claude and Lucille Skipper** were new to this game but they were very good competitive players. **Jerry and Frances Reeves** took 1st place. Second went to **Claude and Lucille Skipper** with 3rd going to **Boyd Mooney and Willard Murdock**. It was an exciting fight!

Break for lunch, have Red Hat Tea, and back for Derby Races. There was a good group of people with their cars. Sure wish Dolly was here with **Joyce Murdock**. Better not forget her next time! The cars were real works of art! In the men's division, the best looking and fastest was **Larry Turner's** Lone Star. It was absolutely a perfect specimen but standing in the shadows was **Leon Beunger** and his car the Nude Dude. Talk about complete opposites. Leon bought his car, took it out of the package, popped the wheels on, and was ready to race! No, he didn't win but he did get a trophy for Least Amount of Races Won. He did finally beat somebody when Lone Star lost a wheel and Nude Dude passed him on the track. **Larry Turner** won the men's division and **Jackie Isenhour** won the women's division. These were two very tough competitors! Neither of them will be able to attend the International Convention in March because of prior commitments. Good luck to everyone who enters and remember, we want to bring home the Gold, Silver, and Bronze.

Supper of chicken spaghetti and entertainment of Karaoke. The park had a great show with open mike all night. We were all kind of laid back and quiet. Finally the table of **Fred and Sharon Hudspeth, Leon and Penny Buenger, Ed and Jo Ann Johnson, and Billy and Debbie Massey** took to the stage and grabbed the mike singing "Yellow Submarine" but substituting the words "Yellow GMC". They were pretty good and very

entertaining. They gave it their all and got the audience singing. **Sharon Hudspeth** said she and **Fred** may never be the same after sitting at the table with this group, but they had a great time!

Then through begging and underhanded dealings, they got 15 ladies on stage. I never thought I'd see some of these people up on that stage! The group consisted of **Virgie McHaney, Sharon Hudspeth, Joyce Murdock, Jo Ann Johnson, Charlotte Alumbaugh, Penny Buenger, Johnnie McWilliams, Sandra Price, Sharon Jacob, Debbie Massey, Jaye Hodges, Mattie Driskell, Carolyn Tipton, Jackie Isenhour**, and a new member **Grace Lee**. They were *attempting* to sing "Stop in the Name of Love". Well **Leon Buenger** ran up on stage and grabbed the mike stating, "Ladies, you're drowning up here". He started singing with them and the crowd roared to life! **Penny** almost clobbered him but allowed him to stay when she saw the crowd was enjoying him so much!

Not to be outdone by the women, the men then took the stage. Again you would be surprised at who participate: **Corky McHaney, Billy Massey, Fred Hudspeth, Marvin Guelker, Ed Johnson, Richard Hodges, Bill Carter, Willard Murdock, and Leon Buenger**. There was not a lot of movement in the production but if you listened, you could hear some really good voices. Maybe these guys could perform for us again someday!

The Bolo Ball tournament also had a lot of teams playing. This is an unusual game in the way that it is scored. Really, if you know the game, you are like WHAT?? But **Corky and Virgie McHaney** have the rules down pat on this game. In the play-off for 1st and 2nd, it is **Claude and Lucille Skipper** against **Willard Murdock and Robert Kaufman**. Claude and Lucille are playing to win! Willard beat them out in washers so they are determined to get him this time. They are neck and neck when Lucille makes a score and the squirrely rules come into play. Her score, which put them over the count, caused Willard and Robert to win. She says, "WHAT". They were great sports and we look forward to more games with them in the future.

Computer class again was loaded with people and laptops with teachers **Debbie and Billy Massey**. **Larry Turner** was also there to help out. It was a basic beginner class that was very good. I did learn some new things but the time went by too fast. But you know, every little bit of knowledge helps. Hope we have another one soon.

Heading into the supper hour, everyone who had them, put on their cowboy clothes to dine on Bodacious Bar-B-Q. There was also a surprise Birthday party for **Corky McHaney's** big 80th birthday. He told **Virgie** on Friday night that this was her last night to sleep with a 79 year old man. There was lots of laughs and it was a great way to spend this special occasion with these two people. Corky and Virgie were part of the original group of members to start the GMC Classics in 1986, so besides family, this was a good group to celebrate with. The cake had a lot of dark colored icing (blue, green, brown, black). It was decorated to be scenery of a countryside with a toy motorcycle on the road. I have to describe this cake because the icing played havoc with the mouths of a lot of people!! We had a lot of blue lips, black tongue, green teeth, and even some moustaches and fingers that looked like they had been working on a GMC. What was so funny about this was that some people were unaware of how they looked (**Penny Buenger**) and they just kept talking to people not understanding what their "odd comments" were about. Hmmm Penny, listen closer next time. I guess we could call this delicious cake "Corky's Revenge". Happy Birthday Corky and many more!

Too soon it's Sunday morning and time to start heading home. Our devotion was given by Carlis Stone from Gladewater. She spoke on traveling which was very close to all of us. Afterwards we all tore down, packed up, and headed home.

See you all in Montgomery!

Stanley Chickenfoot (aka Georgene Farrill)

Thank You!

I would like to take this opportunity to thank **Georgene Farrill** for taking on the responsibility of reporting what happens at our rallies. She writes "Stanley's Report" for every Chatter. She always writes this report in such an interesting and amusing fashion. It brings back good memories and makes us laugh again at what happened at the rally.

Thanks Georgene! I don't know what I would do without you. The next time you see her, give her a pat on the back and tell her how much you appreciate and enjoy her reports in the Chatter.

Get out of the car!

(This is supposedly a true account recorded in the Police Log of Sarasota, Florida.)



An elderly Florida lady did her shopping and, upon returning to her car, found four males in the act of leaving wither vehicle.

She dropped her shopping bags and drew her handgun, proceeding to scream at the top of her lungs, "I have a gun and I know how to use it! Get out of the car!"

The four men didn't wait for a second threat. They got out and ran like mad.

The lady, somewhat shaken, then proceeded to load her shopping bags into the back of the car and got into the driver's seat. She was so shaken that she could not get her key into the ignition.

She tried and tried and then realized why. It was for the same reason she had wondered why there was a football, a Frisbee, and two 12-packs of beer in the front seat.

A few minutes later she found her own car parked 4-5 spaces further down.

She loaded her bags into the car and drove to the police station to report her mistake.

The sergeant to whom she told the story couldn't stop laughing.

He pointed to the other end of the counter where four pale men were reporting a car jacking by a mad , elderly woman described as white, less than five feet tall, glasses, curly white hair, an d carrying a large handgun.

No charges were filed.

Moral of the story? If you're going to have a senior moment ... make it memorable!

GMC Classics, Inc.
Treasurer's Report
 January 20, 2010

Previous Balance: \$13,265.88

Deposits:

Kerrville Rally:	305.00
Misc. Deposits:	24.00
Dues:	100.00
Wire Tsf Dep.	4,795.00*
Gladewater Rally:	4,185.00

Total Deposits: \$9,409.00

Expenses:

Buckhorn RV Park	5,620.88
FMCA Rep.	250.00
Refunds	286.00
Trailer Tags	45.87
Kerrville Expenses	605.19
Trailer Supplies	139.84
Fall Chatter	352.00
Name Tags	97.50
Web Hosting	150.00
Postage	88.00

Total Expenses: \$7,635.28

Balance to Date: \$15,039.60

Wire transfer was \$4,800.00. Bank charged \$5.00 wire fee.

(One outstanding check #1753 dated 10-15-99 in the amount of \$20.00)

Submitted by Treasurer Redonia Harper.

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.

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Larry Turner
Technical Seminar Coordinator

GMC Classics

Tech Notes

Antique Capital RV Park — Gladewater, TX
Jan. 28-30, 2010

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.

Preventative Maintenance (How to “Drive it forever”) by Fred Hudspeth

This is part of a presentation that Fred has put on at GMCMI seminars. When he makes the entire presentation, it covers lots of information and, because of time constraints, leaves little time for audience participation. Fred wanted to take a slower approach allowing for maximum audience interaction.

Maintenance Schedule: Very few of us are original owners and probably do not have the original Maintenance Schedule. This is available from Cinnabar, and others. This schedule is very long and Fred did not go into any detail but left it to us to read the schedule and its explanations. It is important to follow this schedule.

Brakes: Many of you have had problems with brake hoses. They will implode over time causing the hose to swell shut. When the brake line swells, the line acts like a check valve and the brake pads will not release from the brake disk. The life expectancy of the hoses is about 10 to 12 years. An easy test is to jack the front wheels off the ground then apply the brakes. Release the brake pedal and see if the wheel turns freely. This can also happen on the rear brake hoses, but is less likely.

Aged Tires: Most of us know how to read the DOT label. The last four digits on this label show the week and year the tire was manufactured. We had a discussion about maximum tire life. Tire manufacturers and all tech columns that I have read state the maximum tire

life to be 6 to 7 years. Fred pointed out that tire manufacturers have a vested interest in selling tires and that the actual maximum tire life is probably much longer. I think the tech writers go along with the 6 to 7 years as a CYA. Other factors affecting tire life may include covering the tires, storing them indoors (or in Alaska which has lower UV ratings), and using proper tire cleaners (no petroleum based cleaners). Reducing UV rays is important. Minor sidewall cracking may not be bad as long as you cannot see exposed cords. We had a discussion about insulating tires that sit on concrete. Fred said that he has not seen any scientific evidence where storing vehicles on concrete harms tires.

Keeping tires properly inflated is of primary importance. Tire pressure monitors may be worthwhile. Don't ever “plug” a tire to fix a puncture. This damages the steel belts.

We discussed steel belted sidewall tires verse “rag” sidewall tires. I know that Wes Caughlin (Cinnabar) states in his MotorHome magazine column that he thinks all motorhomes should use only steel belted sidewall tires. Dave Lenzi, a well known GMCer and engineer, found the best solution for him was steel on the rear and rag on the front.

We took a side trip to front wheel spacers, or in my case a different type of front rim, that more closely aligns the front wheel track with that of the rear. One person didn't like the spacer while I have used my rims for 15 years and think they are great. There has been criticism that the wider track puts stress on the front bearings. Fred said that that has not been substantiated.

One person brought up that during a weighing of his coach, he found one front wheel weighed 450 pounds more than the other side. The general census was that the torsion bar and/or the rear ride height needs to be adjusted. The procedures are in the manual. We could

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spend an entire session on procedures for setting the ride height. Corky showed us a tool to unload the tension on a torsion bar. Do not ever adjust a torsion bar without unloading the tension, as you will almost always strip the adjusting bolt.

Fuel Tank: If you have fuel vapors in the cockpit after refueling it may be that gaskets at the top or bottom of the fuel filler pipe are old and not making a good seal. The bottom gasket, through the floorboard, can be accessed through the left front wheel well by removing the wheel well liner. The top gasket, under the gas cap, is accessed by removing the left interior cockpit panel. This is a hard job and the panel is brittle and may break.

The original fuel tank vent line is too small and is one cause of slow fuel tank filling. The vent lines should not be pinched or allowed to sag. A sagging vent line can fill with fuel and not allow vapors to vent from the tank to the fuel filler. One area to check is behind the left wheel well liner. The flexible vent line sometimes is too long and sags. Sometimes in reinstalling the fuel tanks, the flexible vent line may be pinched between the tank and the wood floor. Some people have had some success replacing the vent lines on the top of the tank with metal tubes.

The liquid fuel separator is located in the left rear wheel well. It allows only vapors to go to the carbon canister located in the right front wheel well. The vapors then go to the carburetor. If you find fuel on the ground near the separator or canister after refueling, it may be the fuel separator is defective. Some people have been able to take the separator apart, clean the parts, and glue the separator back together. A replacement may be a fuel shutoff part used on four-wheel drive John Deere tractors. No specific information or part number was available. If you live in an area where emission systems are not inspected and are so inclined, it is possible to eliminate the entire evaporation control system. Plug the canister line at the carburetor and "loop back" the fuel vent lines at the fuel separator. The canister is available from NAPA (2998) and other sources.

We had a discussion about ethanol fuels. Fuels with 10% ethanol should not damage our older fuel systems, however, ethanol attracts water. If your vehicle sits for a long time, keep the fuel tank full and maybe add a fuel stabi-

lizer. Never use high percentages of ethanol such as E85. Fuel pumps should state the amount of ethanol in the fuel.

Propane system safety: If your propane lines are routed from the propane tank forward to the kitchen and/or furnace, it is probable that the copper line is routed through either of the rear wheel wells. This puts the line within the "gravel spray" zone and this line could be damaged with road debris. Inspect this line carefully. I know an attempt to insulate this line was made in 1973 but on my coach this insulation had deteriorated and most of the line was bare. Some of us have solved potential propane problems by removing the propane system. Some people have replaced the large stock propane with one or two 5-gallon tanks to increase storage space.

Transmission lines: There is a possibility of chafing of the oil cooler transmission lines under the left exhaust manifold. The lines may rub on the final drive. Fred has insulated these lines with rubber fuel lines then wrapped the rubber lines with aluminum tape.

We had a discussion about removing the cooling lines from the radiator and using an after-market transmission cooler. The intent was to reduce the radiator coolant temperature. This configuration seems to do an adequate job of cooling the transmission fluid.

I would like to thank **Fred Hudspeth** for his presentation. He said that we could continue with the seminar at another rally.

Tech Notes

Miscellaneous Ramblings

I would like to use this space for "Did you know?" or "How I fixed it." topics. I know we all have those "bailing wire" stories. Please send your stories to me at llturner2@sbcglobal.net.

Pinewood Derby

We had a great time at Gladewater. Billy, Debbie, and I made an attempt to use the hardware and software that came with the GMCMI track with limited success. There were discussions as to who actually won each race and we had several reruns because of hardware and software problems. Maybe we should have used human judges. I had many years working in data acquisition and testing high-speed circuits. Our testers clocked in nano-seconds (billionth of a second) and we were able to view signals in pico-seconds. Consider this: At the finish line, Pinewood Derby cars travel 1/8" every one thousandth of a second. If the scanning rate of the sensors and hardware is not fast enough and the LED sensors not perfectly aligned the system cannot determine ties or even close finishes. I have serious concerns about the timer and lane judge hardware and software used on this track. **Jackie Isenhour** would say that I'm a poor sport.

Here are some more tips:

- Inspect your derby kit. One of my axels was slightly bent and one of the rear axel slots on the block was not parallel to the front slot.
- Make sure your axels are parallel. If they are not, the GMC will turn right or left and rub the center rail causing friction.
- Tune your GMC to run straight by coasting it on an 8' piece of Masonite with no center rail. Only raise the "track" a few inches as you are not looking for speed. If the GMC turns while rolling, adjust an axel accordingly.

Good luck at the GMCMI rally.

GMC Brakes

This may be of interest. **Dan Gregg** posted this on the GMCNET:

I have had good brakes for the past 4 years. On our trip to Arizona they just faded away, somewhere back in Arkansas. I have so little braking power that I can't get the

Roadmaster Brakepro to work in the toad. As long as I anticipate my stops I can pretty much stop the thing. If I jump on the pedal with all I have there is no way to stop the rig from 60 mph in less than 75 yards, maybe more. I can slow it but have to let it roll to a stop on its own. Anyone ever had this happen?

Fred Hudspeth replied:

'Had a similar problem returning from Colorado Springs to home (Tyler, TX) via Kerrville, TX in October. The pedal height was normal but very hard. 'Stopping distance was ever increasing from 70 to 0 mph and required two feet and maximum force on the pedal. About two hundred miles from Kerrville but near a small town (in case I needed to buy some labor), I stopped the thing at a roadside park to try to define the problem. No evidence of fluid leak anywhere but when I removed the cover of the master cylinder, I found the compartment for the rear wheels to have only about 1/4" fluid level. I refilled the MC. I then tested the brakes and found that braking was back to normal. I had an IR thermometer with me but after finding that restoring the fluid level fixed the problem (at least temporarily); I proceeded on to Kerrville without checking temperatures at the wheels.

After driving another 500 miles to Tyler (but checking fluid level at 150 mile intervals), I did a much more thorough investigation at home. The fluid level/rear wheels were about 1/3 low. 'Found fluid leak at the trailing wheel/driver side, visible then on the back side of the backing plate. 'Removed/replaced cylinder, cleaned brake shoes and all brake parts. End of problem.

I suspect the reason I was unable to define the location of the leak 500 miles earlier was that the fluid was being vaporized at highway speeds (i.e., not accumulating). I removed wheels/hubs and checked the other three cylinders. All dry. I installed NOS OEM shoes and new cylinders about 30K mi and 7 years ago. I replace the fluid annually and manually adjust the brakes at about 3k mi. intervals.

Some collector car owners here advise checking drum brakes/wheel cylinders annually for infrequently driven vehicles. Some have had the cylinders lined with bronze and a few have converted the brake systems to DOT 5 (silicone fluid). The latter, however, is very labor intensive as all traces of the DOT3/4 have to be removed.