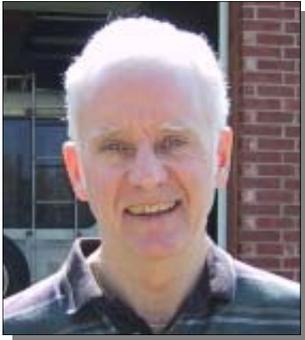


Winter 2011

# Classic Chatter

**GMC** Classics



## The Prez Sez

Wayne Alumbaugh

As 2011 comes to a close, Charlotte and I have been blessed with another year of travel and fellowship in our GMC motor home.

Privileged to have served the Classics and thankful for all of you who have worked so hard to contribute your gifts and talents for the good of the whole. We look forward to many more years of travel with this great group.

On a sad note we have lost a neighbor, friend and GMC family member **Bruce Farrill**. He passed away due to complications after recent bypass surgery on Dec 19, 2011. He was a committed husband, father and faithful member of the Classics. Our condolences and prayers go out to **Georgene** and family. He will be truly missed by all.

There is a need for hosts and rally sites for the summer of 2012 and also the fall and beyond. Those who might be interested in hosting and a new site which you might recommend, please contact the wagon master.

Charlotte and I are looking forward to seeing each one of you at Burleson, TX Jan 19 thru Jan 22. Also be reminded of our spring rally, to be held in conjunction with GMCMI in Shawnee, OK. March 25 thru 31, 2012. Hosts will be, **Johnnie Mc Williams, Sharon Jacob, and Rene Baldwin**.

Note: Officers to be installed at Burleson, TX are, President: Fred Hudspeth, Vice President: Georgene Farrill, Treasurer: Redonia Harper, Secretary: Jaye Hodges, Wagon Master: Jerry Reeves, Assistant Wagon Master: Boyd Mooney, FMCA Director: Corky Mc Haney, Alternate: James Harper



Wayne Alumbaugh



## Rallies

### NEXT RALLY:

**Dates:** January 29 -22, 2012  
**Location** Rustic Creek Ranch  
Burleson, TX

Please see Registration Form included or on the internet: [www.gmcclassics.com](http://www.gmcclassics.com)

### SPRING RALLY 2012

**Dates:** March 25-31, 2012  
**Location** Heart of Oklahoma Exposition Center  
Shawnee, Oklahoma  
(with GMC Motorhome International Club)



**Sunshine Report**

Dear GMC Family,

'Tis the season for holidays: Thanksgiving blessings; remembering the Reason for Christmas and the Greatest Gift of all; a New Year filled with endless possibilities for a brighter future. Actually, every day is a time to be thankful for what we have, and to enjoy our families and friends. What a wonderful way to begin a New Year, surrounded by our GMC Family in Burleson for our first Rally in 2012. Hope to see you there!

Thanks to everyone for letting me know when we have an illness, loss, or need of any kind in our family.

Because of you, the following correspondence has gone forth between Sept. 11 - Dec 12:

- Stamps and Cards Sent by Redonia Harper at the Glade-water Rally - 6
- Ecards Sent - 13
- Emails Sent - 63
- Emails Received - 61

**TOTAL: 143**

Just for fun, thought I'd give you a Grand Total of All Official Correspondence since I started keeping records:

- Stamps & Cards Sent - 335
- Ecards Sent - 117
- Emails Sent - 501
- Emails Received: - 511

**Overall Grand Total: 1,464.**

Hugs, much lovin' and prayers sent to each one of you! Thanks for being a major part of my life! I love y'all dearly!



Billie Young  
Sunshine Lady  
GMC Classics  
GMCMI

Classy Ladies

The Classy Ladies luncheon was a great success! We enjoyed pizza in the meeting room and had a very relaxing time. **Sharon Hudspeth** told of some of her Halloween memories and then led the group in a discussion. We had many laughs at the childhood antics, especially the "not so nice" ones.

**Debbie Massey** informed the ladies of a Facebook Group that she has set up called the "Classy Ladies". It's for the ladies to post messages to each other, list recipes, and whatever else comes to mind... but be nice! Haha If anyone is a member of Facebook and would like to be added to this group, please notify Debbie. If you would like help in joining Facebook, she can also help in that area.

We missed our leader, Jackie Isenhour, but be assured she has some fun planned for us in Burleson! See you there!

\*\*\*\*\*

**New Members**



Let's welcome the newest members to our GMC Classics family!

**Jack and Wanda Meador**  
Wynnewood, OK

**Don and Joan Adams**  
Dallas, TX

**Jon and Juanon Raines**  
Pensacola, FL

**Larry and Janie Davidson**  
Durant, OK

Ya'll come to a rally so we can meet you! The January rally in Burleson will be a lot of fun and it is a very nice RV park! There's lots of good things planned and we welcome you to attend! Looking forward to meeting you

Gladewater Rally Game Winners

Washers:

- 1st Frank Jacob & Boyd Mooney
- 2nd Bruce Farrill & Willard Murdock
- 3rd Charlie Myers & Billy Massey

Chickenfoot:

- 1st Johnnie McWilliams
- 2nd Frank Jacob
- 3rd Gay Guelker
- Boobie Prize Jaye Hodges

Bolo:

- 1st Bruce Farrill & Bill Carter
- 2nd Frank & Sharon Jacob
- 3rd Marvin Guelker & Boyd Mooney

\*\*\*\*\*

Gladewater Review

by Stanley Chickenfoot  
(Georgene Farrill)



Thursday was a full day of check in and registration and then **Joyce Murdock, Debbie Massey and Linda Turner** taught 3 tables to play the game **Jokers & Marbles**. With each of them at a table and **Larry Turner** moving around helping with strategy. Hopefully a lot of them liked it because it is a fun game. Also on Thursday we had Bolo. **Chip Chebuhar and Dennis Johnston** officiated for both Bolo and Washers. **Charles & Janice Wersal** could not make this rally, **Janice took a bad tumble in their empty swimming pool** so others helped in their positions of Chickenfoot and the Pancake Breakfast, (**Charles** loves this). Winners are listed elsewhere but the last thing **L.D. McWilliams** told Johnnie before the game was "**do not win that chicken**".....Well... guess who won! **Reggie Phillips** kept asking, "Who won?". I think he was very disappointed he didn't get to take me home with him and **Dot**. There's always next time Reggie!

We ended our October "Get Together" at the Gladewater rally with a Halloween party. It was a very exciting rally and the last night we had some well known guests. Groucho Marx brought his brother, Harpo, who had his loud horn (**Ken and Doree Broostin**), "**The Maxine**" (**Renee Baldwin**) who was hanging out with a mad scientist (**Bernie Baldwin**) as she handed out sage advice to anyone that would listen,. **Black Bart** showed as **Black Bart (Ron Eimen)** who said that was his every day clothes ( I always knew deep down he wanted to be a Texas cowboy) but we all know why his wife **Sharon Eimen** was a good witch that went bad!!!

We also had a couple of escaped jailbirds, still in prison stripes ( **Willard and Joyce Murdock**). Pop-eye came but he didn't have big muscles, just a nice sailor hat (**Wayne Alumbaugh**) with his one and only Olive Oil. (**Charlotte Alumbaugh**) We had a huge Jackson O'Lantern (**Jim Jackson**) and Pipi Longstockings (some thought she was Wendy) was there with her husband who had the same **red** hair and mustache ( **Bruce and Georgene Farrill**). I think **Minnie Myers** was either a gypsy or a movie star, she had eyelashes to die for and was so pretty. We had a medieval man wearing tights and a plumed hat ...hmmmm....(**Larry Turner**), **but**, he did carry a real sword he had acquired while he was in Spain.

**Sharon Jacob** went to Goodwill and got the best looking witch costume ever, she was hard to recognize. She really did look like a witch but not the mean and ugly kind. Big Mama (**Frances Reeves**) was having a blast showing off her well endowed body. **Jerry Reeves** would go from laughter to "**OH NOOOO**". He knows how bad she had wanted some of those for **50** years, they just passed that mark the 9th of December. **Jaye and Richard Hodges** showed up as Texas State Fair workers, who would have guessed, but they were in complete overload. They have about 4 different items they can wear, plus they had big popcorn boxes and fair ground maps pinned to their uniforms.

Now all these people came thru the door straight up., but then after we ate and took a bunch of pictures..... all of a sudden there is this squirrely looking person

in a rubber mask and a pink mumu. Who is this person???? **No one** knew who it was and he/she just kept walking around driving everyone nuts! Not saying a word. When it sit down next to **Harry Driskell** we knew it had to be **Matte Driskell**. **OH MYYYYY!**

We had a lot of fun and laughed so much, but we needed it because we had all been through the agony of **Game 6**, the World Series between Texas Rangers and St. Louis Cardinals. We even showed up to watch the game the next night but the hand writing was already on the wall. The clubhouse had a big screen TV and 5 big nice recliners. The guys referred to this as the \$1200.00 seating. The rest of us were scattered about on chairs. I want to say this about **Glyn Trimble**. He was there each night and sometimes even got a high dollar seat. He just watched and did no yelling.....only after the fact did he let it be known he was rooting for the Cardinals BUT Rangers are his #2 team. I am sure there were other Cardinal fans but they had gone to their coaches. He told me, and maybe a lot of you already knew this, that back when he was a kid (**that was the time most of us were too**) there were no baseball teams south of the Mason Dixon Line or west of the Mississippi. The closest team to this area was St. Louis. He has been their fan since a kid. No changing teams for Glyn! He is very loyal.

You know, these rallies sure go by fast! It seems you just get here and then it's time to go home. Time just flies when you are having fun. More and more people are coming to the rally a day or two early so they can spend more time in the area. This is also a time when you can visit with your GMC family and not have a schedule to watch. Special times with special people!

Looking forward to seeing you in Burleson. Hey **Johnnie**, don't forget to take me to the rally . I just might be going home with **Reggie!** Yipeeee!

Stanley Chickenfoot

Otherwise known as  
Georgene Farrill



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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Bill Carter  
Technical Seminar Coordinator

**GMC** *Classics*

# Tech Notes

*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.*

We've all heard the saying "an expert is someone from out of town with a briefcase" or some variation on this. We have in our midst a "real" expert in **Fred Hudspeth**, and we were lucky enough to have him as our "Session Host" in Gladewater. The information was fortified with good graphics. I feel that our tech sessions seem to stand out from many in that we get a lot of participation from our members. Many of these members speak with the "having been there" feel that is most meaningful to old timers and our newer members alike.

Fred took us through many categories of trouble shooting using the GMC Service Manual for later reference. Fred stated the emphasis was intended to basically cover safety, lube and maintenance or as far as we could get.

The presentation began with a look at various ways to monitor freeze protection, corrosion inhibitors and oil and lube importance. Several devices are available at the big box stores at a pretty low price that can make this job easier. Pointing out that anti-freeze being changed out every couple of years and monitoring for corrosion can help prevent trouble down the road, literally. One of these kits has strips that are similar to litmus strips that can test the engine coolant to see if it is still protecting you from a freeze up.

The maintenance guide in our manuals is very comprehensive and inclusive in what and when to perform the things required to give us carefree ser-

vice. In the eyes of many of us, "carefree" may be a oxymoron when referring to our GMC's. **Billy Massey** reminded us that [www.bdub.net/manuals/](http://www.bdub.net/manuals/) can get you to the old manuals.

The discussion continued into safety and began with the attention being called to the front brake hoses. Fred stated, in his experience, the left front hose had swollen, clogging the brakes and not allowing the pads to release. The hoses are pretty pricey \$25-\$30 or so each, but are well worth it. The calipers and cylinders are rebuildable, but are still available and it may be a better use of your time to purchase them new. If you do buy, especially wheel cylinders, be sure to buy a brand name: Wagner, Bendix or the like. They may be made in China but their quality control gives better assurance of a product that will serve you well.

Next a discussion on brakes shoes ensued. Carbon-metallic seems to be the norm but not as good as the original asbestos. Several ideas came forward including wider rear shoes used by **James Harper**, but he stated they were labor intensive. The brake drums are wide enough to accept wider shoes than were originally used. Most use what's at hand, but look for improvement.

Fred told of his experience of not bleeding the lines on the rear wheels and air remaining in the lines causing a misreading of the problem and unnecessary expenditures. **James Harper** told of the importance of test driving after doing brake work as there are so many different things that can limit your brakes effectiveness and it's best not to find out on a maiden voyage.

Brake boosters were bantered about, but no consensus of opinions surfaced.

The subject changed to tires and many opinions were expressed like brand names, etc. It seems most of us know age is more important than miles. We were told how to read the code and told that a lot of times the code side is turned to the inside, which of course makes it more difficult to read. The code is: DOT for Dept of Transportation, MA these two letters indicate the manufacturing plant, next is tire size code, L9 ABCD, then most important 0503 this would be 5<sup>th</sup> week of the year 2003. (not the month) We were cautioned not to buy anything older than 6 months. You may get some push back from the dealer on this but it is costing you 6 months of the tires life.

Fred, while not recommending it, stated that he had done a lot of research on tires for his unit and found that the Goodyear's he had used in the past had gone up to \$250-\$300 per tire and, though they had a better warranty than some, it became ludicrous. He found many are going with Goodrich, TA commercial, load range E (still a good warranty), but about half the price. They are non-steel wall tires that actually handle better and are a bit softer riding than the steel belts.

Balancing was another issue and several unique ideas came forth, such as silicone beads in the tires. Several are using the beads and it was noted that the tire must be taken from the wheel so it is best to install when replacing. Caution should be taken regarding the amount of beads and the question came up if they can be done on all Alcoa's.

The use of tire pressure monitors was covered and it was found that several are using them with good results, giving a little piece of mind. After-market battery units with valve cap transmitters (hearing aid batteries) run around \$250 to \$300 and can be found at Camping World and many other places the including FMCA magazine.

A few other worthwhile ideas were expressed and I felt they were worth mentioning here, such as:

1. Gas tank vent pipes that were clogged, pinched or too small are best addressed when dropping the gas tanks.
2. Gas smell near driver's seat at fill-up can be from below the gas cap. This is accessible by removing the front left wheel well and sometimes the panel at the driver's knee in the cockpit. There is a charcoal filter at this location that many of us were not aware of.
3. Another subject addressed was Propane lines exposed in the wheel well (left rear) can be badly beaten by gravel if not armored. It was also mentioned as we prepare for winter be sure to turn off the propane regulator, especially, if your GMC will be in a garage or closed storage unit.
4. It was noted that the cooling line from the radiator to the transmission goes over the final drive and has been known to chafe (should be armored) to prevent loss of fluid and cause overheating of the transmission/.
5. Finally, as we were on the subject of transmissions, it was explained that there is a "burp hole"(my term) at a hard to reach spot at the top of the transmission that best be routed to the side of the frame as it could easily vent onto the exhaust and start a fire. We'll do that next time we pull the tranny.

On that happy note, I close with the remark that Fred made at the beginning of the session, "We would only begin to cover the subjects in the manual and that it leaves plenty for us to cover at a later date."

**Note: Larry Turner** has agreed to give us our next Tech Session at Burlleson, Texas on GPS. (the care and feeding of).

Following that rally, as I remember it, we will be having a joint session with GMCMI in Oklahoma and there will be several tech sessions available to attend.

"Till next time. Check your batteries and watch the thermometer so that your water heater doesn't freeze, like mine did last year!"

*Bill C.*