



Classic Chatter

GMC Classics



Fred Hudspeth

The Prez



Borrowing from an airlines advertising cliché, “we know that you have a choice” in how you use your GMC Motorhome. We sincerely invite you to consider using it to attend more of the Classics’ rallies. Currently, less than a third of our membership attends the rallies. Those who do attend seem to always leave with a greatly satisfied feeling about this part of their GMC Motorhome ownership experience. The members who volunteer as rally managers devote much effort to making *sure* that you feel that way when you leave. Your attendance is a good way to show your appreciation for their commitment.

The fall rally was held 25-28 October ’12 at the Whispering Pines RV Resort near Tyler. Our profound thanks to rally managers **Sharon** and **Frank Jacob**, **Joyce** and **Willard Murdock** and **Billie Young** for making it a most enjoyable event.

The winter rally will be at the La Hacienda RV Resort near Austin, 24-27 January ’13. Managing that rally are **Anne Marie** and **Bill Carter**, **Grace** and **Bob Lee** and **Billie Young**. La Hacienda is a premier RV facility. Further, with a search beginning late June ’12, it was among a very few facilities in the Texas winter “sun belt” that could accommodate a Classics rally in January.

The line-up of elected and non-elected officers remains the same for 2103 with the following exceptions: Among elected positions, **Dot Phillips** will succeed **Redonia Harper** as treasurer, **Bob Price** is the new wagonmaster succeeding **Jerry Reeves** in that role. **Willard Murdock** replaces **Corky McHaney** as FMCA National Director and **Frank Jacob** will serve as his alternate replacing **James Harper**. In the non-elected positions, **Bill Carter** has advised he needs to stand-down as Technical Coordinator and **Bob Lee** will be replacing him in that position. Also, **Willard Murdock** has agreed to serve as Defibrillator Coordinator, replacing **Janie** and **Dennis Johnston**. We thank those leaving for their service to the club and welcome their successors. For the full 2013 line-up, please go to www.gmcclassics.com/officers.html

During the Whispering Pines rally, we high-graded the equipment stored and transported in the club’s trailer. There was an accumulation of “stuff” that was no longer or rarely used and greatly hindered access to equipment that is regularly used. A team of members, **Jerry Reeves** and **Boyd Mooney** (wagonmasters), **Redonia Harper**, **Billie Young** and I did the inventory and selection of items to be offered for sale to members present. Members interested in any of the items were requested to indicate the price they would be willing to pay for them. As few of the items attracted any “bids”, members were then invited to help dispose of the surplus items by taking them for their own use or donating them to a charity of their choice. Fortunately, by the end of the rally on Sunday morning, nothing had to be reloaded into the trailer as all of the items had been taken away.

Also at Whispering Pines, we approved some minor revisions to the club’s Standing Rules to correct some discrepancies in elected and non-elected po-



sitions. The Standing Rules are a dynamic document and continuously reviewed for consistency between its provisions and how we actually operate.

At the winter rally, we will need to elect a 2013 nominating team to identify candidates for vacancies that may occur during 2013 and elected officers for 2014. The team consists of three members. Those who served in 2012 are **Redonia Harper, Debbie Massey** and **Sandra Price**. If you, including members of the 2012 team, would be willing to serve in this capacity, please advise me (fbhtxak@sbcglobal.net) or any member of the 2012 team.

It is necessary to conduct a review of the prior year's financial records during the winter rallies. A team of three members does this review and presents their findings during the business meeting of the winter rally. **Billy Massey, Charlotte Alumbaugh** and **Billie Young** will conduct the January '13 review. **Redonia Harper**, current treasurer, will have the records available for review during the rally. We would like to name a successor team for the January '14 review. If you, including those serving currently, are willing to serve as a member of the January '14 review team, please advise me (fbhtxak@sbcglobal.net) or any member of the 2013 team.

Your executive committee and I serve you, the members of GMC Classics, and always welcome your feedback on any aspect of the club's operations – in person and by email/phone. Our email addresses and phone numbers are in each edition of The Chatter.

"Hope to see you at La Hacienda/Austin in late January. In the meantime, best wishes for most enjoyable Christmas and New Year celebrations."

Fred Hudspeth

Membership Renewals

It is time to renew your GMC Classics membership for 2013. If you have not sent in your renewal, please do so

as soon as possible. Make your \$25.00 check to GMC Classics and send to:

GMC Classics Headquarters
7110 Forbess Dr.
Brownwood, TX 76801

Future Rallies

Be sure to add these dates to your calendar!



NEXT RALLY

Make your own RV reservations for each rally.

Dates: January 24-27, 2013
Location La Hacienda RV Resort
Austin, TX

Please see Registration Form included or on the internet: www.gmcclassics.com

SPRING RALLY 2013

Dates: April 18-21, 2013
Location Winstar Casino RV Park
Thackerville, OK

SUMMER RALLY 2013

Dates: June 27-30, 2013
Location Buckhorn Lake RV Resort
Kerrville, TX

FALL RALLY 2013

Dates: October, 2013 (exact dates later)
Location Jamaica Beach RV Resort
Galveston, TX

New Members

Bob and Patsy Monk
Belton, TX
Joined 10/05/12

Terry and Carol Pennock
Black Creek, BC
Joined 10/18/2012



Sunshine Report



Dear GMC Family,

Hope this finds those who've been sick feeling better; those who have suffered loss being comforted and strengthened; those who have faced challenges now experiencing victories; those who have been searching, having found what you were looking for; and those who have enjoyed these past 3 months bringing encouragement and peace to others.

Thank you for letting me know when our "family" members have a need in their lives, or just need a "jump start." We're truly family, and are here for each other. Praying you and your loved ones have a most special Merry Christmas and a very blessed Happy New Year. I'm looking forward to being with you at the Jan. 24 -27 Rally in the Austin area. Hugs to all.

The "official" correspondence between Sept 11 - December 9 is as follows:

Cards Mailed, 10

ECards Sent, 17

Info/ Response Emails Received, 95

Emails Sent, 64 for a Total of 186.



Billie Young
Sunshine Lady

WHISPERING PINES GAME WINNERS

Washers:

1st Jerry Reeves & Wayne Alumbaugh
2nd Richard Isenhour & Bob Monk
3rd Willard Murdock & Pat Monk

Chickenfoot:

1st Dot Phillips
2nd Gayla Shelley
3rd Billy Massey
Booby Billie Young

Bolo:

1st Frank Jacob & Bob Monk
2nd Sarah Christensen & Willard Murdock
3rd Wayne Alumbaugh & Reg Phillips

Members also played 2 new games that were lots of fun and had everyone laughing so much! The 2 two games were: Toilet Paper Relay and Corn Cobb Toss. It's so much fun when the rally hosts treat us with new games!

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.

2012 Officers:

President Fred Hudspeth

Tyler, TX

903-509-2495 E-Mail: fbhtxak@sbcglobal.net

Vice President Georgene Farrill

Richland Hills, TX

817-284-9815 E-Mail: farrillink@sbcglobal.net

Secretary Jay Hodges

Brownwood, TX

325-217-2717 E-Mail: rjhdgs@gmail.com

Treasurer Redonia Harper

Gladewater, TX

903-845-5181 E-Mail: redonia.h@gmail.com

Wagon Master Jerry Reeves

Cedar Hill, TX

972-291-4418 E-Mail: gmc1508@sbcglobal.net

Assistant Wagon Master Boyd Mooney

Weatherford, TX

817-341-1363 E-Mail: gmc77tm@yahoo.com

FMCA Representatives:

National Director Corky McHaney

Medina, TX

830-589-2431 E-Mail: jvmchaney@78055.com

Alternate National Director James Harper

Gladewater, TX

713-201-3317 E-Mail: redonia.h@gmail.com

Appointed:

Technical Seminar Coordinator Bill Carter

San Angelo, TX

325-942-1839 E-Mail: starlink@suddenlink.net

Administrator/Webmaster Billy Massey

Brownwood, TX

325-784-5861 E-Mail: bdub@gmcclassics.com

Sunshine Lady Billie Young

Kingsland, TX

325-423-4523 E-Mail: billiey325@yahoo.com

Classic Lady Jackie Isenhour

Schertz, TX

210-393-5461 E-Mail: jisenhour@satx.rr.com

Newsletter Editor Debbie Massey

Brownwood, TX

325-784-5861 E-Mail: editor@gmcclassics.com

Website: www.gmcclassics.com

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.

Those of you that attended, will remember we tried something a little different at the Whispering Pines-Tyler Rally. It was a "do it yourself" tech session. We knew several members had taken on some GMC projects lately and decided to capitalize on their knowledge and experience.

One thing I've learned in the 8 years I've been with this group. Just get it started and it will take care of itself. We don't have a lot of timid folks in our midst.

Charles Wersal started things off. He moderated and had his laptop to give us some excellent visual references. He mentioned to me that some members had been working on the front ends, knuckles, bushings and so forth so it sounded like a good starting place. He showed us an example of a front end that was more worn than was thought. It still handled pretty well. However, it turned out that the new bushing would not fit securely in the control arm because it was so "walled" out. I know it's not a real word. (maybe a Texas word) The control arm had to go to a machine shop to build it up to fit the bearing. The discussion became quite detailed, getting into the correct caster and camber which of course is the adjustments it takes to get it right. I won't cover this in detail as I don't understand that too well anyway, and the GMC manual pretty well lays it out. Better still, **Ken Rose** or **Charles** may give you some help.

There was a Session at GMCMI in Iowa that was mentioned by some of those in attendance, on this subject:

From control arms, we got into wheel spacers and most felt they are a positive thing. Robust bearings seem to

not mind and it apparently improves handling. Don't forget though, that front wheel flares can't be used with spacers. As noted it does make the front wheels more lined up with the back wheels.

Since we were on wheels, we evolved into a diatribe on converting the rear brakes from drum type to disc. A show of hands brought out the fact that most still have drums. Some have converted, some even gone back to drums.

Ken Rose, who always adds an authoritative voice to any discussion, told of his adventure or misadventures in his conversion, but he added, think about it before you change the original brake system. Properly set up and maintained, the original is hard to beat. Ken stated he got more bang for the buck by a modification he did on the brake pedal offset on the cabin side of the firewall, as the brake pedal rod goes to the master cylinder. He in effect adjusted the pivot point of the brake pedal offset to simply improve the leverage of the pedal and shorten the rod to the master cylinder. I use the word "simply", badly, as I believe he had to remove the AC duct work to get to it and build a plate to secure one side of the offset and cover the old hole in the firewall. He said it made worlds of difference in his braking ability. It just improved the leverage of the brake pedal.

Since we had pretty well exhausted the brake subject, someone mentioned the 4 bag rear suspension and we were off, although not for long. It may be the next step several of us will be making. Something that stuck with me was that you will not be able to install the T-skirt between the wheels with the 4 bagger.

Carroll Shelley mentioned his spark plugs were burning white. (he deserves it for looking) but it brought on a good discussion, from carburetors set too lean, timing adjusted improperly or other changes in the ignition system. **James Harper** cautioned to approach these

changes carefully as you must consider all aspects of the system. Changing any one item can put others at risk. For instance, installing a hotter coil may burn out the ignition module if you haven't changed it out too.

Finally, on an entirely different subject, it was noted that you may be able to improve your acceleration by simply "strongly" lifting the accelerator pedal, actually giving you more pedal. I'm going to try this myself.

On another personal note, I always find an item or two from our Tech Sessions that spark my interest (and usually cost me money) but I consider it one of the high points of the Rally. In fact, I have to admit my original purpose for joining the Classics was to learn about my Motorhome. Only later did I and Anne-Marie realize that there was so much more to the Classics and I won't wax poetic on that point now.

Before I conclude, let me remind you that tire mileage doesn't count, age does. We almost missed a day at the Tyler Rally due to a blowout and two more tires that looked like they were going to have pups. They had 18,000 miles on them and almost 8 years old. They were never outside, except for the rallies. It even solved my steering problem. I cruised at 65 and 70 all the way to Tyler from Ft. Worth and back to San Angelo. As I heard someone say recently, steering with two fingers, couldn't do that before.

John Sharp will be doing the next Tech Session in Austin. **Bob Lee** will be taking over as Tech Coordinator with the new incoming regime. I wish him well. I've been at it for two years and feel it's time for a change. **Anne-Marie** and I will be traveling more this next year and wouldn't be able to make all the Rallies, but will make all we can and still stay a Classic.

Later,

Bill Carter