



Classics Chatter

G M C C L A S S I C S

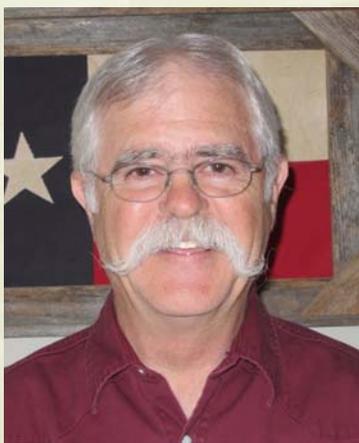
UP COMING RALLY

(If you will be attending a rally and cannot get the registration form to the treasurer by the deadline, please call and let her know your schedule and you will pay her at the rally)

Winter Rally

January 28-31, 2016
Big Chief RV & Cabin Resort
1420 FM 690
Burnett, TX 78611
512-793-4746
www.bigchiefrvresort.com

LETTER FROM OUR PRESIDENT



derful job of making everyone feel welcome. The catering was first class and we all ate too much as usual! I'm sure the upcoming one at Gladewater with hosts Redonia and James Harper will be equally successful. Please plan to attend. Get your registrations in as soon as possible.

Howdy Classic members.

We are having an influx of younger members into the club. I know of lots of them with interest in our GMCs from my activity on Facebook. That looks to be the future gathering place for those of like mind. Lots of activity out there. If you're so inclined, please join us at <https://www.facebook.com/groups/classicgmcmotorhomes/>. It's fun and easy once you learn the ropes.

I hope you've all had a wonderful summer. I spent mine working on Sweet Pea, our '76 GMC Palm Beach. We finally took a wonderful 10 day trip down through the hill county to Port Aransas and back to Brownwood. It made all the work worthwhile.

We had a terrific rally at Waco last June with just barely enough spaces reserved to accommodate everyone. Carroll and Gayla Shelley with their support team did a won-

Hope to see you all in Gladewater soon.

Billy Massey

Welcome to New Members!

Franz and Sandra Resch
Lancaster, TX
1978 Palm Beach

Jon and Pam Gaulding
Dallas, TX
1977 Eleganza II

Chuck and Pat Royston
Woodville, TX
1978 Royale

Tim Taylor and Stephanie Holt
Austin, TX
1976 Birchaven



Do you want to hear a something sad? When a person has such a limited social calendar that their only 2 events for 3 months falls on the same week !!! It's the pits and I had to make the decision. I did miss you guys and I really hope you missed me, but I had a wonderful, exciting trip. This was my 3rd trip to the **Grand Canyon** in the last 3 summers; they have all been totally different. I think this was the best even though this part of the canyon is not as grand as the **South Rim**, which is what you see in all the post cards and tourist brochures. We went to **Havasupai, Arizona**, which is the home of the Hopi Reservation. It is on the southwest end of the canyon, just north of **Seligman AZ**. Our destination was the beautiful Havasue Falls. Unbelievable such beauty can exist in such a tough environment. To get anywhere in the **Grand Canyon**, you have to hike in, about or out. There are no vehicles or motors of any kind allowed in, except for helicopter rescue so the natural environment is not spoiled.

I was with a group from church. There was 16 total. We had 6 **mature** adults, 3 kids that were twenty, 5 at fourteen and 2 ten year olds. I have to tell you, 4 of the 14s were **boys**. I have to admit I was the oldest and my grandson **Matthew** was

the youngest. My twenty year old granddaughter, **Jules**, also went with us. It is a 10 mile hike from the top to the campground. The first 3 miles are a pretty steep descent with switchbacks and then it kind of levels out going down in the river bottom with large boulders and rocks to maneuver around and pack horses to dodge. There is no water anywhere on the way down so you have to carry plenty of water in back packs. Lack of water is what causes so many amateur hikers problems. We sent our heavy tents (7), camp stoves, cooking utensils, sleeping bags and food down on 2 pack horses. That left us to carry our own personal belonging and **water** to get to the campground. We had a total of 3 nights and 4 days in the canyon.

When you get to the bottom and out of the river bed, it is unbelievable how lush and green. The **Hopi** have put in an irrigation system, I guess that is what it is, half pipes that run beside the road. I really don't know where it goes, but the water is so clear it is like tap water only real cold. In the village of **Supai**, there are trees with trunks so large you know they have been there for a very long time. It is approximately **8** miles from the top of the rim to **Supai** and then another 2 miles to the campground, which consists of ground and some picnic tables, **find your spot!!!** We were next to a fast stream full of large rocks, cattails, etc. coming from the falls. Again the water was so clear

A WORD FROM STANLEY

By Georgene Farrill

and greenish blue. It was dark by the time we set up camp, but it was beautiful to wake up and see. You are in a valley that is not extremely wide so as you move about, you see the cliffs on each side. This is very primitive camping, except for two modern amenities. Somehow they have tapped into a large boulder, side of mountain, I don't know, but they have inserted PVC pipe right into underground fern spring? There is water constantly coming out of it, and this is where you get your water and you are there a lot if you are moving about doing anything. The second is they **do** have restrooms or as we use to call them out-houses! They are elevated, about your typical **11**+steps. There are **3** separate rooms to go into, and it all works on a gravity system. Pretty neat, **just remember, to go "P" it's one story up!** After a couple of days it's a dreaded climb.

Now to the falls. Absolutely beautiful! I am guessing but I think it's **100 to 120 feet** high. As the water comes over, it is a churned white, and as it lands in the pools below, it is a **greenish-blue** gorgeous color. You would think tropics. As it comes over the top, it is surrounded by red earth, which looks like rocks, but is actually mud from great floods, especially 2001. I believe that is the year they said. It is mixed with other elements but it is still unstable ground in those areas. There are **3 falls** located in that strip of the canyon.

We hiked to **2** of them, **Havasue** and **Mooney Falls**. They were both the beautiful **blue-green** color. The name **Havasupia** means **people of the greenish-blue waters**. As it lands in the pool with mist thick in the air, it is very deep right there and some kids climb up and dive off at about 20 ft. Not ours! Now a little farther from the falls it gets shallow and they have actually anchored a picnic table for people to sit and gather. Again a little farther from the falls, it all falls over a small drop off into deep, swift water that all the kids and adults enjoyed. It goes even farther and then another drop off, deep enough to jump into, but is now very swift so get to the bank quickly or you're down stream. It is like a natural water park, but it can be very dangerous. They advise no swimming at **Mooney Falls** because of swift under currents and there have been a couple of deaths. There are large trees and cliffs all around for shade. We spent a lot of time at **Havasue**, even had card games. It was here where we met the Indian Law Enforcement crew from the Bureau of Indian Affairs. The story with them is too long to tell here. I also had an unusual encounter with a **Hopi Ranger** and got to interact with a **health nurse** from the clinic. She was from a tribe in **Wisconsin**. **Steve**, the guy who plans and heads these trips, accused me of running for mayor. -Continued on next page

Stanley Continued-

I did have a fun time and met a lot of new and interesting people. The **2nd** day we went to **Mooney Falls**. This was **2 miles** farther down the canyon and the most dangerous part of the trip. I was so glad I do work out and was trying to get in shape for this trip. This was about a **120 ft descent** to the bottom. It is kind of around the side of a cliff **on a ledge**, then **thru a tunnel** carved into a rock, then down to a platform a **wood ladder**, a **chain ladder**, **another chain ladder**, then **another wood ladder**. These wooden ladders are like railroad ties wood, maybe not that big, but not a usual wood ladder or steps.

As I held on for dear life climbing down, I was sure hoping **Jules** was with **Matthew**. Really everyone was watching out for each other. You are around the edge of the ledge when a sign says, **Descend at your own risk!** Too late to back out now.

In my opinion, **Mooney Falls** is higher and possibly prettier than **Havasu**. Again the color is the beautiful **greenish-blue** and the mist seems to be thicker and stronger, maybe because falls are taller? Words can't describe the beauty and wonder in such a place. We spent a couple of hours there and then had to climb the ladder set-up to get out. Let me say the first step was nearly to my hip, I had

to be pushed. My grandson had same problem, just more arm strength to pull up. Again I held on so tight.

Driving across **Arizona**, it is flat and basically bleak, but when you drop into the canyon it is so beautiful in some areas. This was a great, tough experience and I am so glad I did it this year, might not be possible next year.

I do have to admit I decided I **would not** be able to **hike out**. I think I could have made the first **6 or 7 miles**, but the last **3 miles** of switchbacks are pretty steep, and that is how I met so many different people trying to find a way to get out.

Remember, no motorized vehicles in the canyon. I took a **helicopter ride**, not bad and **I did survive** to go again next year. Plus they did not have to send rescue for me. Do hope I have not bored you with my trip, but you know when I get started I can't stop. Question....Do you know what is better than **watching** a parade? Being **in** a Parade!!! That's why this was my best trip. I am disappointed in my pictures but life goes on.

See you in Gladewater.
Stanley

GAME RESULTS

CHICKEN FOOT

First Place - Reg Phillips (got to take Stanley home)
Second Place - Lynn DeGroot
Third Place = Penny Johnston
Fourth Place - Redonia Harper (Highest score, received Charlie the Chicken)

BEAN BAG BASEBALL

The two teams were just listed Team #1 and Team #2. Captain # 1 was Robert Kaufman. Team members were, Pat Monk, Craig Bennett, Jim Johnston, Debbie Massey, Sandra Price, Carroll Shelley, Susan England, Jerry Reeves and Alan Sanderson. Team #2 captain was Reg Phillips, team members were Bob Monk, Penny Johnston, Billy Massey, Boyd Mooney, Gayla Shelley, Jim Jackson, Sharon Jacob, Frances Reeves and Bob Tietje.

Oh yes, Team # 1 won, 26 to 5.

WASHERS

First Place - Jim Jackson and Carroll Shelley
Second Place - Jerry Reeves and Bob Monk
Third Place - Jim Johnston and Bob Aduddell

BINGO

Bingo is always fun. We had a good turn out and several won big. Winners were Larry Whisler, Sandra Price, Frances Reeves, Chip Cheubar, Sherry Mooney, Martin Simpson, with the big pot being split between Larry Whisler and Sandra Price.



The summer rally tech session was led by Jim Jackson. There were two subjects discussed: (1) Vehicle identification numbers (VIN) and (2) Spark plugs, construction, heat range and the importance of proper torque when installing them.

The history of vehicle identification numbers (VIN) began about 1954 when automobile manufacturers started assigning VIN numbers to their cars and trucks. From 1954 thru 1980, each company assigned VIN as they wanted with no uniformity between manufacturers or even within different builders of the same manufacturer. For example there is no similarity between Jackson's 1971 Oldsmobile and his 1975 GMC motorhome both built by General Motors. In 1979 the NHTSA of the government issued a directive for a uniform VIN system which was to start in the 1981 model year. Worldwide a similar VIN system was adopted with the exception of China. This system is a seventeen place system of letters and numbers that identify where in the world, what manufacturers, when, which division of the manufacturer, the type and size engine, and the numerical order in which the car or truck was built. This VIN system for the U. S. is now used by the NHTSA to identify vehicles that have recalls on them. This recall may be of interest for GMC owners for their toads, and personal cars. A separate section will explain how to check for recalls by your VIN number. Of interest is that the VIN system began in 1981 by the NHTSA was for a thirty year time period and then reissued for an additional thirty year period. Because of the two time periods, it is legal for two cars to have the same VIN number if one car was built during the first thirty year period (1981 - 2010) and the second being built in the second thirty years. That is a brief history of the current VIN system.

Another helpful hint was to use spray paint as a gasket sealer. It is much easier to clean off than permatex when the next fluid change comes due.

Next lets move on to how to decode the General Motors VIN system assigned to our GMC motorhome and transmode body shells that were converted to motorhomes by outside manufacturers.

Example: T, Z, E, O, 3, 3, V 10, ----

1	6	4
2		5
3		6
		7
		8

T = Manufactured by General Motors

Z = Three axle motorhome Chassis

E = V-8 Gasoline engine

0, 1, 2, 3 = 0 = 1973 -74 General Motors Interior

1 = 1975 - 78 General Motors Interior

2 = 1976 - 77 GM Twin Bed Interior

3 = 1975 - 78 Transmode Body Shell

3 or 6 Last number of each coach length

3, 4, 5, 6, 7, 8 = Last number of model year

V = Manufactured at GM Pontiac, Mi. Truck and bus assembly plant

10 = First two numbers before assembly order

---- = Next four numbers are the order in which the vehicle were built that model year

Of interest is that of the 12,921 GMC's built the 1976 model year had the largest number of coaches 3,260. In 1977 there were 2,402 built and in almost the middle of that model year the engine change from 455 cu. in. to 403 cu. in. occurred. The first 403 engine coach was TZE167V101285. The 403 was carried over into all 1978 models.

The next portion of the tech session was related to the subject of spark plugs. It included basics of plug construction, how heat range is influenced by construction and why heat range of spark plugs is important. Lastly the importance of proper torque when installing spark plugs and recommended torque.

A spark plug is constructed of a center electrode consisting of copper and a nickel alloy tip or a precious metal tip of iridium or platinum. The temperature of this tip under operating conditions is called the heat range of the tip. The voltage of the spark at the tip has no relationship to the heat range. This temperature must be kept between 475 degrees C and 800 degrees C for proper operation with no potential damage to the engine caused by pre ignition (if the tip is too hot) or by plug fouling caused by failure to burn off combustion by products if too cool. A change of one step in heat range is 75 degrees C - 100 degree C. Most plug manufacturers increase plug heat range by using a higher number to identify the heat range of the plug; however, this is not universal as some company's use lower numbers.

The alumina silicate insulator surrounds the electrode. The outer portion of the insulator is glazed and has on it the brand of the plug and its model number. The design and length of the insulator helps control the heat range of the plug. This is especially true on the lower end of the plug as 65% of the heat transferred from the combustion chamber around the tip to the threaded portion of the plug body goes thru or around the insulator. The shorter the path of heat to these threads and into the cylinder head the cooler the heat range of the plug will be.

To transfer heat to the cylinder head to be most effective, there must be total contact between the plug threads and the cylinder head threads. The 14mm threads that the GMC engines use with a gasket on the plug should not be torqued too tight or the seals inside the metal body of the plug may be damaged. These seals are to keep combustion gases from escaping between the plug metal body and the insulator. The GMC maintenance manual has 25 foot pounds (ft-lb), as the proper torque. AC-Delco says to use the vehicle manufacturer suggested torque. NGK plug companies say 18 -25 ft - lb, Autolite and Champion say 26 - 30 ft - lb. You can see there is a range of recommended torques but, most are in the 25 ft - lb area. The plug manufacturers recommend that anti-sleze NOT be used on the plug threads.

The recommended spark plug gap currently is .038- .045 inch so as not to have too large a gap that puts unnecessary strain of the electrical system (coil and module).

Thanks to Richard Hodges for providing a GMC cylinder head and spark plugs that attendees could use to torque and ratchet wrench tighten plugs at our meeting.

RECALL CHECK BY VIN

The NHTSA provides a website to check for recalls by VIN numbers. The website is safercar.gov. Click on the window recall. look-up by VIN. You will find your VIN in the lower corner at the windshield on the drivers side of the dashboard looking in from the outside or more easily look on your insurance card. The current TAKADA airbag recall covers vehicles from 2008 and earlier. If you drive or tow a vehicle from this time period, it is suggested you check if you have a vehicle in this recall. On June 17, NHTSA announced that all recall VIN's have been input in the system.

SAD NEWS FOR THE CLASSICS:



One of your charter members passed away in July. Jim Rountree. He will be greatly missed.

Long time member Glyn Trimble passed away this September. He will be greatly missed.

THE RALLY

Our June rally was held at the I-35 RV Park and Resort in Elm Mott, Texas, just north of Waco. The host, Carroll and Gayla Shelley, Bob and Pat Monk and Dennis and Janie Johnston, they did a wonderful job. Everything went smooth and was a lots of fun.

The early arrivals on Wednesday decided to just stay at the park rather than locate a restaurant for our evening meal. Everyone cleaned the pantries of their motor homes. We ended up with hot dogs, Frito chilli pie, chicken salad, chips and dips and always desserts. This bunch can get it done.

The park furnished breakfast at no charge, just requests you tip the cooks. It was good and a lot less work on our host.

Our rally evening meals were catered by George's Restaurant and Catering. They did a extremely good job, the food was outstanding and plenty.

Enough about food, something I enjoy, everyone had the chance to visit the Texas Ranger Hall of Fame and Museum and the Dr. Pepper Museum. They are both worth your time.

The decorations were perfect red, white and blue. Each table had a wood crafted Texas with the Texas flag decoupage on it and two American flags waving. Had wooden baskets decorated in red, white and Blue. Baskets were filled with candy and mints. The above were positioned on a red, white and blue flag mat. For the calling a tables for the meals, they used hand painted dominos made from wood. These people did a great job with all the decorations, I was impressed.

On Saturday night, the decorations were used as door prizes, they also had hand made purses (bags), leather GMC stamped key chains, scented candles, flameless candles, and door wreath. I am sure I have forgotten some prizes. My memory is not quite like it used to be.

We were really excited about seeing Bob Tietje. He made it by himself; well almost. He did have a little trouble just outside Waco. He called asking for assistance, four people grabbed tools, extra parts and left right away. In no time TJ was at the park. It was also good to see Chip and Laura Chebubar, it has been quite a while since they were able to attend..

We had some new people (new to me anyway), Robert and Lisa Aduddell, Paul and Mardy Array, Bob and Lynn DeGroot, Scott and Syd Nutter, Linda Robinson, and Brandy and Martin Simpson. Enjoyed visiting and getting to know the new people. Come back again and again, we look forward to seeing you.

LADIES LUNCHEON

GMC Classics ladies always enjoy a chance to try out great food and new restaurants. The place the hostess picked this time was in the middle of no where, but oh what a place. It was The Homestead Traditional Crafts village of Waco, Texas. where the servers were dressed in traditional clothing. They offered delicious (and nutritious) meals with unique recipes and old fashioned standards. They made their own hamburger buns from their fresh stone ground flour.

We had about 18 people attending. After we placed our lunch orders, the host entertained us and held drawings for some really neat door prizes (I actually won one). Every one enjoyed just visiting and catching up on all the latest news and our families.

When the meals were served, each serving was enough for at least 2 individuals. Would you believe some (most) ate it all, and then had to try the homemade ice cream and pies. Everything was just wonderful, so glad to have had the experience of this wonderful place.

Besides the restaurant (café and bakery) they had pottery, fiber crafts, woodworking, blacksmithing and a gift barn, something for everyone.

Most everyone waddled to the various stores and checked out the scenery before heading back to the park. If everyone would admit it, they were probably all looking forward to a long nap.

The host did a bang up job in locating this great village for the ladies luncheon.

Thank you from all of the attendees.

GLADEWATER RALLY:

There are two motels in town.

Economy Inn
903-845-2286

Regency Inn
903-845-8003

Please note we will be distributing the newsletter electronically to everyone who has an email address. The reason being, it is so much less expensive to deliver. You can then print it out and read at your leisure as usual. You will be notified by email when it is ready to view on line.

However, if you prefer receiving it by the US Postal Service for whatever reason, just let us know at bdub@gmcclassics.com.

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The Classics Chatter is published quarterly for the membership of the CMC 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.