



Classic Chatter



Wayne Alumbaugh

New Year 2003

"Many of us have just returned from the first rally of 2003. In spite of the cold conditions it was a big success, thanks to our gracious hosts, Pat and Joe Summey, Mattie and Harry Driskell and Amy and Dale Opland. Thanks again for a job well done.

Just to mention a few, it was

President's Message

great to see Doc Fienstien, Bill Myers, and Billy Massey at Waco for our winter rally. Doc looked great even though he may have had some health issues in the past which has prevented him from attending some of the past rallies. Bill Myers had some issues with his coach, like a blown engine which he has rebuilt. Billy Massey has missed some past rallies partly because of long working hours at his job. Great to see you all. Just shows you can't keep a good GMC'er down.

As we press ahead in 2003 I personally am looking for-

ward to my favorite time of the year, spring. With it brings warmer weather and our next rally April 24th thru April 27th at Mathis, TX

One of my New Years resolutions is to get acquainted with those of you who I don't know and renew my relationship with those who I have met. Charlotte and I feel blessed to be part of the GMC Classic's. We look forward to seeing you all at our upcoming rallies. Until then may God bless you all."

Wayne



Joanne Passes the Hat

"Thank you for allowing me to publish the "Chatter" for over ten years. I've enjoyed doing it and you have all been patient with me. I'm delighted to pass on to Debbie Massey the pleasure of performing this labor of love, with full confidence that she is more than adequate for the task and you will extend to her the graciousness that I have enjoyed. She volunteered so please express your gratitude to her.

I will continue to act as administrator, will keep the records and continue to be the contact person for record information, changes, roster, etc.

Thanks for being such a great group!"

Joanne Davis

"Joanne, thank you for all your hard work. You have done a great job and we really appreciate you. Enjoy your time with those grandchildren! Thanks for your vote of confidence! It means a lot to us.

We are looking forward to working on the "Chatter". Billy and I need the members input and suggestions. Please send anything you would like to see in the newsletter to editor@gmcclassics.com You may also call or send items in the mail."

Debbie Massey

See Inside

- Winter Rally Notes
- Tech Exchange
- Classic News
- For Sale
- Red Hat Tea Society
- Hilarious Pictures
- Tulsa & Lewisville Lunch Bunch



Winter Rally 2003—Riverview Campground, Waco, Texas

There were 124 attendees at the rally in 70 beautiful coaches. It was great to see everyone. The Tech Session was a great hit as usual! Thanks Fred for a well done job as usual. The "Swap Meet/Flea Market" was kind of slim this time, hope to have more items next time.

The ladies were really busy on Saturday making button bracelets and attending the "Red Hat Society Tea". Be sure to attend the next one. It was a sight to see and lots of fun! Dale Opland called the "Card Bingo" which kept everybody really hopping.

What a great rally! The Hosts did a fantastic job!

Host's:

Joe & Pat Summey
Dale & Amy Opland
Harry & Mattie Driskell

Rally Attendees:

Wayne & Charlotte Alumbaugh
Linwood & Sue Arthur
Phillip Atkisson
Vic & Gwenn Ayres
Ray & Erlene Baker
Bill & Bobbie Bramlett
John & Ellen Brecheen
AL & Ann Brieger
John & Kitty Chappell
Roger & Sarah Christensen

Jim & Joanne Davis
Waymond & Jean Davis
Harry & Mattie Driskell
Gorden & Emmy Dunlap
Frank & Cathy Emshoff
Hap Fairhart
Claude & Sally Farris
Dan & Lilyan Feinstein
Harry & Nancy Fulks
James & Redonia Harper
Richard & Jaye Hodges
Gerald Hollis & his guest
CL & Sandra Hood
Fred & Sharon Hudspeth
Jim & Sheri Jackson
Doran Jones
Edward & Kandy Lilly
Dewayne & Judy Lugafet
Billy & Debbie Massey
Byron & Angela Maxwell
Corky & Virgie McHaney
Bob & Janice McKnight
LD & Johnnie McWilliams
Earl & Ileene Morrison
Willard & Joyce Murdock
Charles & Minnie Myers
William & Nancy Myers
Bill & Andi O'Grady
CB & Kathy Ohlhausen
Dale & Amy Opland
Art & Carroll Owens
Marvin Peck

Irvin & Shirley Pense
Joe & Quata Presley
Jim & Betty Presley
Ed & Ann Reed
Jerry & Frances Reeves
Ken & LaRosa Rose
Ted & Karen Ruppell
Ken & Betty Sietsma
Joe & Pat Summey
Ken & Ruby Thoma
Robert & Mary Thompson
Pnut & Carolyn Tipton
Glyn & Melrose Trimble
Larry & Linda Turner
Tommy & Ann Walker
Loren & Bess White
Luther & Melvey Wilkerson
Arnold & Pauline Wolf
Billy Ray & Lillian Wortham
Lanny & Billy Young

New Members:

Donnie & Vicki Baughman

Special Guests:

FMCA Rep: Ben & Sue Lowgenbill



Classic News

Ray Baker underwent surgery recently and is home and recuperating. He reports that the cancer

had not invaded the lymph nodes and he will not need chemo therapy. **Earlene** is progressing but will have gall bladder surgery when she has sufficiently recovered from the recent surgery on her esophagus.

Jack Jackson has undergone surgery recently.

Elgin Dietz is still taking treatments for cancer.

Carroll Owens' mother passed away January 30th in Oklahoma City after being in a coma for two weeks. Carroll had underwent an out-patient procedure on her back the day before and had to stay immobile for 2 days before making the trip to Oklahoma from Aransas Pass.

We missed you, **Alice Peck!!** We hope to see you soon!! Your Classic Friends.

Ruby and Ken Thoma celebrated their 60th Wedding Anniversary on March 6th. Congratulations you two!

Bob and Polly Reichert write that they think of their GMC friends often. They are doing OK except for arthritis and still get a thrill when they see a GMC on the road.



NEXT RALLY

"Home on the Range"

Dates: April 24-27, 2003
Location: Mathis, TX
Site: Wilderness Lakes RV Resort
Hosts: John & Ellen Brecheen
Harry & Nancy Fulks
Ronald & Carolyn Tipton
Art & Carroll Owens

Reservations are due by April 15, 2003

See insert for reservation form and schedule.



"Our "Red Hat Tea" was a great success in Waco. We had 47 Classic members present and 2 guests. All of our committees did a superb job and I would like to thank them again for their help in making the "Tea" a memorable occasion.

It would be very hard to top the professionalism of our *Male Models*. (see pictures) I saw a side of these men I have never seen before. We will have lots of pictures for you to see at the Mathis Rally April 24-27.

Be sure to bring your **Red Hat, Purple Outfit, and Tea Cup** to Mathis as we plan on another great time with more door prizes and surprises."

Emmy Dunlap



Note: Next "Red Hat Tea" is scheduled for April 25 (Friday) from 2-4 pm.

March 2003

Red Hat Tea

Riverview Campground—Waco, TX
January 23-26, 2003



GMC Classics - Spring Rally Information Form

"Home on the Range" April 24, 25, 26, 27, 2003

Wilderness Lakes RV Resort – Park Rd. 25 – P.O. Box 519 – Mathis, TX 78368 (**see directions on back**)

Phone 361-547-9995, Fax 361-547-0381, E-Mail: jerry@the-i.net

Hosts: John & Ellen Breechen, Harry & Nancy Fulks, Ronald & Carolyn Tipton, Art & Carroll Owens

Camping Fees are \$16.00 per day – Pay for early arrivals at RV Park Office

Thurs. 24th

All Day Check-in & Registration
 am 7:30 – 9:00 Coffee, Juice, Donuts
 pm 5:00 – 5:30 Social Time
 5:30 – 6:30 Dinner – (Buffet - all you can eat) Hot Dogs & all the trimmings, beans, tea, coffee, ice cream, peach cobbler - **\$6.00 each**

Fri. 25th

7:00 – 10:00 Games and visiting
 am 7:30 – 8:30 Breakfast – Coffee, juices, sausage gravy & biscuits
 8:00 – 9:00 Swap Meet
 9:00 – 10:00 Book Exchange/White Elephant Sale
 9:00 – 11:00 Tech Session – Larry Turner – GPS Navigation in the Motorhome
 Fred Hudspeth – Interactive discussion of various aspects of maintenance and repair
 10:00 – 12:00 Craft: Beautiful Necklaces... you'll have to see them to believe them!
 pm 2:00 – 4:00 Red Hat Society (Ladies wear your **RED HAT** and your **PURPLE OUTFIT** and don't forget to bring your tea cup.) This is so much fun. You can't miss it!
 5:00 – 5:30 Happy Hour
 5:30 – 6:30 Dinner – (Buffet - all you can eat) Smothered Chicken, corn, green beans, potatoes, sliced mushrooms, English pea salad, bread, butter, coffee, tea, and cake - **\$7.00 each**

Sat. 26th

7:00 – 10:00 Games and visiting
 am 7:30 – 8:30 Breakfast – Coffee, juices, assorted sweet rolls, & "pigs in the blanket"
 9:00 – 10:00 Caravan to Berclair Mansion (*OPTIONAL – see information inside about home*)
 10:00 – 11:30 1 ½ hour guided tour of Berclair Mansion -\$10.00 each. Reservations Required! You may bring a Box Lunch & be served pie and coffee at \$5.00 each or lunch on your own
 pm 2:00 – 3:00 Horse Shoe Tournament – come on – give it a try!
 4:30 – 5:00 Happy Hour
 5:00 – 6:00 **"Home on the Range"** contest – wear your best western hats, boots, & "dude stuff". Lots of fun & prizes!
 6:00 – 7:00 Dinner – (Buffet - all you can eat) Bar-B-Q pork, pinto beans, coleslaw, hominy casserole, carrot salad, bread, butter, pickles, onions, jalapenos, BBQ sauce, coffee, tea, ice cream with syrup and nuts - **\$7.00 each**

Sun 27th

7:30 – 10:00 Games and visiting
 am 7:00 – 8:00 Coffee, donuts, jelly rolls
 8:15 – 8:45 Sunday Service in Rec Hall Happy Trails till we meet again!

Reservations Due by April 15, 2003

**** Keep upper portion of this form for your records ****

----- cut on line -----

Spring Rally Reservation

RETURN ONLY THIS PORTION OF FORM TO:

Bob Sullivan – 2011 Town Place – Garland, TX 75041

MAKE CHECKS PAYABLE TO GMC CLASSICS

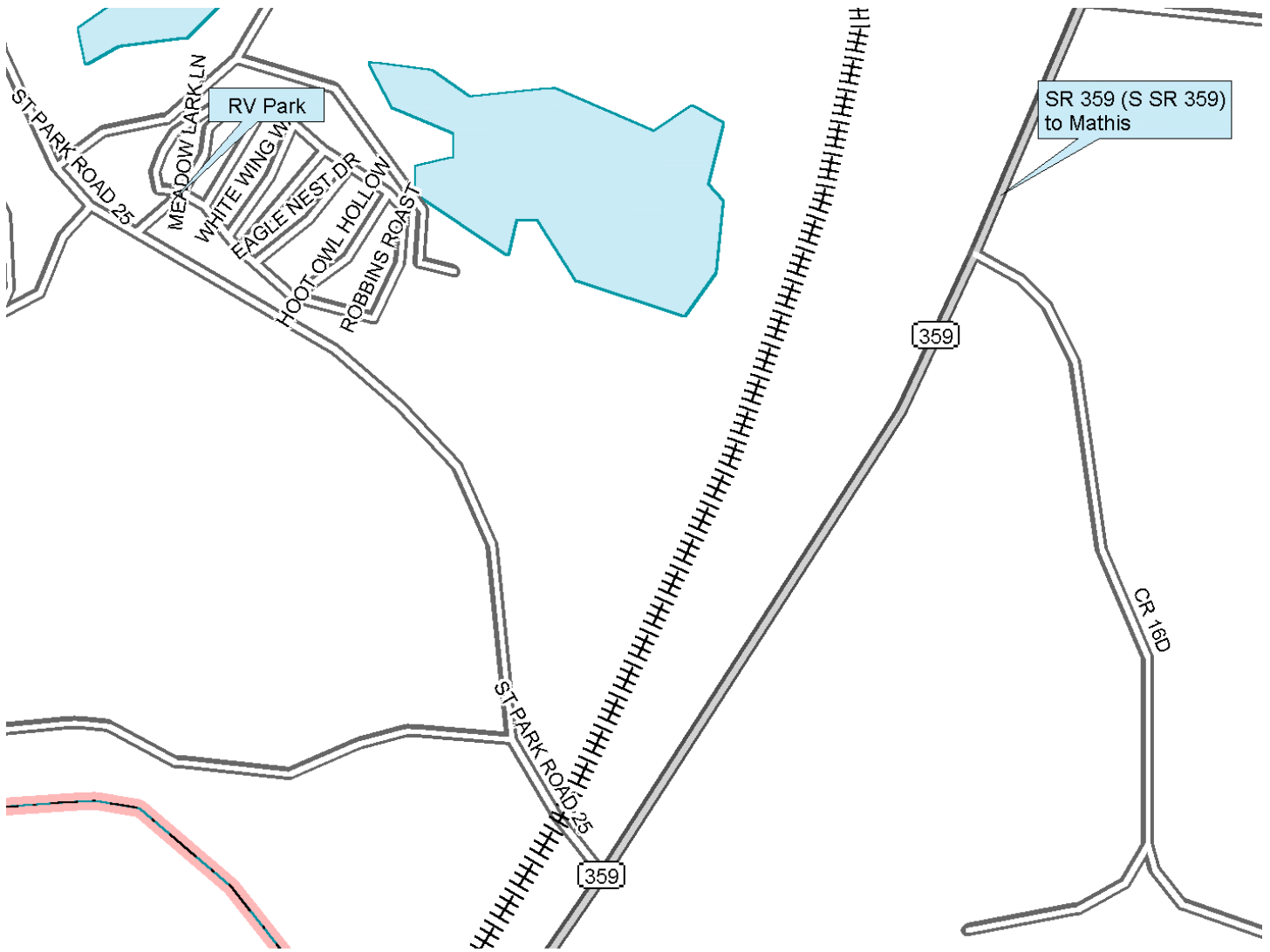
Members Names: _____ Check # _____

Rally Fee per Coach			\$15.00
Camping Fee (pay for Thu.r, Fri, & Sat. only)	\$16.00 x _____	=	\$ _____
Thursday pm Dinner	\$6.00 x _____	=	\$ _____
Friday pm Dinner	\$7.00 x _____	=	\$ _____
Saturday pm Dinner	\$7.00 x _____	=	\$ _____

TOTAL: \$ _____

Reservations are Due by April 15, 2003

Please mail early!



Wilderness Lakes RV Resort (in Mathis) is approximately 37 miles Northwest of Corpus Christi on I-37. From Mathis, go Southwest on Highway 359 approximately 6 miles to Park Road 25. Turn right on 25 and then another right to the RV Park.

PLEASE MAIL YOUR RESERVATION EARLY!!



By Fred Hudspeth

GMC Classics

TECH EXCHANGE

**Riverview Campground—Waco, TX
January 23-26, 2003**

This record of the Tech Exchange is presented as a service to GMC Classics members and guests. No warranties or technical accuracies are expressed or implied.

House Systems Maintenance and Repair

Furnaces:

The temperature early Friday 24 Jan.'03 was 19F. That tested the furnaces in the GMC Motorhomes more than usual for Classics owners. Several owners had to rely on portable electric heaters as their onboard furnaces would not fire or performed poorly. The electric heaters provided marginal comfort for those with failed or poorly performing furnaces – until the electric service to the campground failed about 5:00AM. Power fortunately was restored about 6:30 AM.

Dale Opland showed a gas-fired portable heater rated at a maximum of 9000 BTU/hour input (compared to about 5100 BTU/hour for a 1500 watt electric heater). The heater uses propane canisters and is safe for indoor use. One canister will fuel the heater for about 12 hours when firing at the maximum rate. The cost of the heater, "Mr. Heater" Model MH 9B, is about \$70 at Tractor Supply stores. Several owners who were experiencing on-board furnace problems bought them and reported good results. Here are pics:



"Mr. Heater" – front



"Mr. Heater" - back

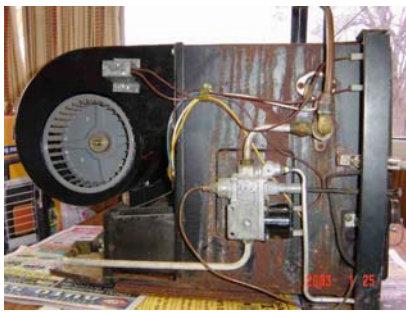
Several owners reported that they had replaced the OEM furnaces. Representative over-the-counter cost was about \$600 for furnaces with ratings similar to the OEM furnaces. Installed cost was as much as \$1100 where the replacement was not a direct "drop-in". Several owners noted that RV service centers will generally attempt to sell a replacement furnace rather than service an existing furnace, especially if it is original equipment.

Other owners reported success in repairing their OEM furnaces. The most common cause of failures or poor performance is a clogged burner. Removing and cleaning it often restores the furnace to normal operation. Byron Maxwell noted that the orifice in the propane tubing connection at the burner may clog and need cleaning. He cautioned, however, to avoid enlarging the orifice when cleaning it as it is sized to maintain the correct relationship between the fuel and air inputs.

Richard Hodges reported a problem with an early version of a Suburban furnace. The pilot would not readily light but when he satisfied the thermocouple with his gas lighter, the burner would light off when he turned on the propane. The furnace would shut down normally when the air temperature reached the thermostat set point but, of course, would not reignite because there was no pilot light. Richard later found that the orifice size in the pilot tubing looked suspiciously small. Since he planned to get a new orifice anyway, he slightly enlarged the orifice and was able to get a pilot flame. He continued to have intermittent problems with the pilot light being blown out when the main burner shut down. His next step was to remove and clean the burner.

TECH EXCHANGE

by Fred Hudspeth



Suburban Furnace (early) – left side



Suburban Furnace (early) – right side

Wayne Alumbaugh reported that his furnace has no isolation valve upstream of the furnace. He had to shut off the propane at the main tank to remove the furnace. Tommy Walker said his thermostat had no off position at the lowest temperature setting and that the furnace would attempt to start if the air temperature were to go low enough. To avoid a potentially unsafe situation, Tommy closed the valve at the furnace when storing the coach. One owner suggested that he install a switch in the thermostat circuit so as to prevent the unwanted starts with the fuel valve on at the furnace.

The blower relay, located on the right side of the furnace, is often the reason the blower will not start. It is easily checked with a multimeter. The replacement cost for the relay is about \$35.

Byron Maxwell reminded everyone of the importance of installing a carbon monoxide (CO) monitor to warn of potentially lethal concentrations of CO.

Richard Hodges strongly suggested installing mud dauber screens on the air inlet and exhaust outlets of the furnaces. They are especially necessary for coaches that are used infrequently and not garaged.



Screen for Furnace Exhaust and Inlet Air

Hot Water Heaters:

Owners are advised to check the condition of the engine coolant hoses between the engine the hot water heater. Some owners reported that their hoses had been replaced by prior owners. But they did so only where access was easy, leaving portions of 25-30 year old hoses in place. Some owners reported successfully replacing failed elements electrically heated water heaters. Other with propane-fired heaters replaced the printed circuit board (where so equipped) to restore the remote start feature. The cost of replacement PC boards is about \$150 so it is important to determine the condition of the tank before incurring this cost. Another common problem with propane fired heaters is the pilot flame thermocouple; these are easily replaced and cost about \$30.

Replacement thermostats are available at most RV supply stores. The thermostat is located on the backside of the heater (inside the coach) and can be easily replaced. There is a choice of two thermostats – one set to maintain about 140F and the other about 180F.

If the water tank is leaking, replacement is the only practical alternative.

Refrigerators:

Most of the comments in this portion of the session were on the propane-fired ammonia system refrigerators. The electric motor-driven OEM refrigerators installed in the GM upfitted coaches are relatively trouble-free but have the disadvantage of relatively high 12V current draw during self-contained camping. It was noted, however, that the motors are 28VAC and get their power either from an inverted 12V DC supply or 110 AC. When the gen set is running, the motor will still be running off the

TECH EXCHANGE

by Fred Hudspeth

house 12 system instead of 110VAC UNLESS the frequency of the gen set AC power is at 60 HZ. The motor control is very sensitive to the frequency of the AC power. There is usually no problem with shore power varying from 60HZ.

The propane-fired refrigerators can often be salvaged with replacement of the controls (i.e., gas thermostat, combination 12V/110V thermostat and pilot flame thermocouple). The total cost of the replacement parts is about \$150. Before buying replacement controls, however, be sure to verify that the ammonia refrigerant circuit has no leaks. If that is leaking, the cost of replacement is about \$600. If it is not leaking but there appears to be no refrigerant circulation, some owners have successfully restored circulation by removing the refrigerator, inverting it and rapping the coil sharply with a rubber mallet. If both the controls and the refrigerant coil need replacement, a new refrigerator may be a better option.

Bill O'Grady commented on replacing the OEM refrigerator with a residential type refrigerator. The cost is a fraction of that of an RV refrigerator, even with the need to purchase an inverter for use when camping self contained. The 12V current consumption by the inverter is about the same as that for the OEM electric refrigerators. When camped and shore power is available, the refrigerator is switched to 110VAC.

Onan Cold Weather Operation:

When the ambient temperature is at or near 32F, the Onan engine may run erratically. When this happens, check to see if there is frost on the outside of the throat area of the carburetor. If so, ice is forming inside the carburetor and restricting airflow. Cold weather kits were an option at the time the motorhome was originally sold but very few buyers bought them. The OEM kits are no longer available but kits that do the same thing are reportedly available through one or more GMC motorhome vendors. Check for links on some of the GMC Motorhome Internet sites.

There is an "O" ring on the fuel metering valve that can deteriorate and adversely the air-fuel mixture. It has a tendency to "crumble" in cold weather if an attempt is made to adjust the fuel-air mixture.

Al Brieger experienced a choke failure on his Onan and was told that no replacement choke is available. He had the OEM choke repaired but would have preferred a new one had it been available.

The OEM breaker point ignition system can be retrofitted with a solid state ignition system. It is available from Onan parts suppliers but minor mechanical modifications will have to be made for it to fit the engine. The required mods are said to be readily apparent and easily made.

If the engine speed is varying at 50-100% electrical loads, the frequency will not be 60HZ. The governor can easily be adjusted to stabilize the engine speed and the frequency; however, a frequency meter is necessary to perform this setting accurately. The Onan service manual details the procedure for this adjustment.

Drive Train Removal:

Bob Thompson reported on his removal of the subframe assembly. The subframe was damaged and needed replacement. This provided Bob a good opportunity to evaluate the merits of removing the subframe assembly when engine, transmission and final drive repairs are needed. He concluded that unless the subframe itself needs repair or replacement, he recommends the conventional methods for removing drivetrain components.

Lessons Learned:

Bob noted the myriad of wiring harnesses, hoses, vacuum tubing, that must be disconnected before unbolting the subframe from the mainframe and removing it from under the coach – many more than needed to remove any one component of the drivetrain. Then, just to

TECH EXCHANGE

by Fred Hudspeth

get the assembly out from under the coach (which he suspended with a special "A" frame) required use of two hydraulic rams.

Bob recommends that anyone who removes the complete subframe assembly do a thorough drivetrain checkout before reinstalling it. He said he did not do this and it cost him premium time and labor later. It is much easier to fix problems with exhaust manifolds, choke heater, governor gear, alternator, air-conditioning hoses, etc. with the assembly on the shop floor. He said he had to remove the final drive after installing it with the subassembly because of a stripped governor drive gear. In attempting to remove the gear, he dropped it into the final drive. Removal of the gear was not possible without removing the final drive. Bob devised a removal tool using a welding rod in the event he has to remove the governor drive gear in the future.

Other:

Doran Jones, in response to a question about the need to remove and replace power steering fluid, suggested using a filter in the fluid circuit. It should be installed on the low-pressure side. He uses an AC filter, AC part number PF883; in July 2000, the price was about \$10. The filter traps debris that may damage power steering components and plug the windshield wiper filter.



Filter for Power Steering System

John Chappelle reported on new recommended procedures for braking heavy vehicles on steep grades. On descent, shift to lower gear and apply brakes when vehicle speed reaches about 35 mph, slow to about 15 mph, allow speed to recover to about 35 mph, then repeat as necessary. This procedure will result in the least heat build-up in the braking system and still maintain safe control of the vehicle.

Your club welcomes your comments and suggestions for Tech Exchange subjects. You are also welcome to make a presentation on a technical subject of your choice. Advise what you would like to present and when. Call or e-mail Fred Hudspeth at 903-509-2495 and fhtxak@aol.com respectively.



FOR SALE



1978 Kingsley, 28' Stretch, Rear twin beds, Spare 403 engine by the late C.O. Richards, Transmission overhaul with Caspro parts, 3.27 final drive, Lots of other and extras. \$35,000 Richard & Martha Rogers 210-492-4396 email:w5swq@aol.com

1976 Custom, Rebuilt 455, 3.42 Final drive, Four bag suspension, Ragusa covers and steps, Ramco mirrors, Alcoa wheels, completely remodeled interior with day/night shades and FlexSteel furniture. \$27,500 Contact Ron Cowher in Long Beach, CA at 562-590-8554 email: rnicowher@aol.com

1976 Palm Beach. 26', 130,000 miles. Under carriage and frame rails are in good shape. 40,000 on 3.67 final drive, 15,000 miles on transmission rebuild, 10,000 miles on complete engine rebuild. Digi-panel, front tow bar, Thorley headers and Flo-Master mufflers, TV/VCR, Transmission cooler w/ fan, New captains chairs, Cadillac steering wheel, New Caspro steering box, CB radio, receiver hitch, windshield cover, full entry side Awning, new 8' driver side awning, new toilet, new water tank, new water pump, Air comfort select mattress, New ceiling and roof insulation, new venition blind rail guides, Centri-Matic wheel balancers, 16" Alcoa Aluminum wheels with Michelin E rated tires, , Bogies have been re-aligned and Tru-Trak channels installed to hold alignment, new Fantastic automatic fan, one new roof AC, new refrigerator, new sink faucet, 6kw Onan generator, Large Pod, Tachometer, Vacuum gauge. Many more upgrades. This coach is in excellent condition. Contact Dale and Amy Opland in Whitney, Texas at 254-694-3426

1976 Kingsley, 26' side bath. 41,500 miles on 455 engine, transmission, and Cinnabar 3.42 final drive. Thorley headers w/ 3" exhaust, Bilstein shocks, complete set of exterior sun screens, aluminum wheels, Michelin XPS tires. This is a total electric coach w/ 2 roof airs, 2 Fantastic vents, Pod, 5500 watt generator, 1500 watt inverter, Sharp 1000 microwave, Atwood marine electric + heat exchanger water heater, 50 amp service, Macerator, and outside shower. Has 4 new batteries. Complete interior upgrade with new side windows, day/night shades, Flexsteel seats, large home type frost-free refrigerator, and china toilet. A complete set of manuals are included. \$22,000obo Contact Bill O'Grady at 956-038-2059 or email billog55@aol.com.

Thorley Headers Kit includes headers, gaskets, adapters, bolts and a good set of GMC specific instructions. Everything you need! Jack McHaney - Medina, TX 830-589-2431 jvmchaney@78055.com

Weld Wheels - 16.5" Used aluminum wheels for GMC motorhome. Jack McHaney in Medina, Texas 830-589-2431 jvmchaney@78055.com

Upcoming Rallies

July 24 - 27, 2003
Alamo Fiesta RV Park
Boerne, Texas
Need Hosts!

October 23 - 26, 2003
Whispering Pines RV Park
Tyler, Texas
Host: L. D. & Johnny
McWilliams

Please volunteer to help host one of these rallies!

We need your help! An e-mail went to all of the GMC Classics members concerning the newsletter. A large number of them were returned with the wrong e-mail address. Please verify your e-mail address in the Roster and send any corrections by e-mail to **Joanne Davis** at jojimdavis@aol.com and **Debbie Massey** at editor@gmcclassics.com. Thank you for your help in this matter.

The **Classics Chatter** is a quarterly newsletter for the membership of the GMC Classics Motorhome Club. 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 interest. Website: www.gmcclassics.com

Officers:

Wayne Alumbaugh, President
7000 Glen Hills Rd. Richland Hills, TX 76118
817-595-9068 cwachar@sbcglobal.net

Ann Brieger, Vice President
104 Laurel Ridge San Marcos, TX 78666
512-392-4789 ab27@swt.edu

Ellen Brecheen, Secretary
540 Rocky Creek Dr. Coldspring, TX 77331
936-653-5454 jabrecheen@msn.com

Linwood Arthur, Treasurer
3400 Firewheel Dr. Flower Mound, TX 75028
972-539-8202 larthur539@aol.com

Joe Powers, Wagon Master
3018 County Road 2160 Iredell, TX 76649
254-364-2416 joequata@webtv.net

Joanne Davis, Administrator
1515 Francis Carrollton, TX 75006
972-466-4419 jojimdavis@aol.com

And publications:

Debbie Massey, Newsletter Editor
HC30 Post24 Box12 Brownwood, TX 76801
915-784-5861 editor@gmcclassics.com

Billy Massey, Webmaster
HC30 Post24 Box12 Brownwood, TX 76801
915-784-5861 webmaster@gmcclassics.com