

Classic Chatter

GMC Classics



President's Message

Mattie Driskell

What a tough act to follow Past President **Lorren White**. May I say, "You did a great job Mr. Okie."

For those who do not know Harry and I, which I think most of you do, we became proud owners of our first 1978 GMC Royale in March of 1991. After lots of talking to our friends Zack & Faye Cartwright, we went to a rally as their guest at the KOA in Vinton, LA in April 1993. Since then we have only missed three rallies, which was due to illness and not because we didn't want to be with all our Classic friends. We have also been to 12 GMCMI conventions. What a wonderful ride we have had over the years making new friends. Our two lovely daughters say, "Mom & Dad, we are so proud of you, traveling and making so many friends along the way. Enjoy what you're doing while you can."

The Tyler rally at Whispering Pines RV Resort, hosted by **L.D. & Johnnie McWilliams, Bill & Lillian Wortham, Charlie & Minnie Myers, Chuck & Kathy Ohlhausen, and Ed & JoAnn Johnson**, was a great one. The meals were excellent, all the guys enjoyed their tech sessions, and I believe the ladies enjoyed making the pin cushions by yours truly. Some of the ladies went on shopping trips.

The ladies Red Hat Tea was of course another great time. Our ladies know how to have a good time laughing and enjoying each others company in our purple outfits and red hats (See **Emmy Dunlap's** full report on the Red Hat Tea Luncheon at GMCMI)

The "Vials of Life" were passed out and I hope all of you have filled out your forms and placed it in the proper place in your GMC refrigerators.

GMC Eastern States voted **Billy Massey** "Man of the Year" for Exemplary Service to the GMC Motorhome

community. Billy's GMC Motohome Photo Archive was one of the deciding factors in the award. Acting on behalf of GMC Eastern States, **Lorren White** presented Billy with a carved wooden model of a GMC Motorhome, a distinctive "ES" pin, and a \$100.00 check. Thanks Billy for all the fine work you do for all of us.



The Classics had their spring rally in conjunction with GMCMI at Havens Landing RV Resort, Montgomery, TX. We had a pot luck dinner and believe me, a lot of delicious food. We had several things to celebrate. First of all Irene Renfro, Secretary of the Six State FMCA, and her husband Dave were there to present the Classics a 20-year anniversary certificate. Then **Sharon Hudspeth** honored our charter members by interviewing and putting together a program for those who were present.

Art Owens and **Harry Fulks** were honored for their years of morning coffee service. **Joyce Murdock** was honored for always going the extra mile and providing decorations for many of our functions. What would we do without these great folks?

To all of those who helped behind the scenes at the International, may I say "a great big TEXAS size thanks" and to all the cast of the "Long Branch Saloon" skit, "You were all so great and funny. See the write up on this event.

There were 177 motorhomes and 9 families stayed in cabins or motels. Total attendance was 186. We are very proud that 82 of these were "Classics" members.

Remember the Mini Rally at Country Pines, Marshall, TX, April 20-22. **L.D. and Johnnie McWilliams** are looking forward to seeing lots of you there.

Thank you for the confidence you have shown by voting me your new President. Hope it will be a great year for everyone.

Travel safely!

Mattie

[See you at the July 20th rally in Shawnee, OK. Schedule and Registration forms will be in the next Chatter.](#)

UPCOMING MINI RALLY

April 20 - 22, 2006

Country Pines RV Park

2.5 miles north of the loop on US 59
Marshall, Texas
800-848-7087



Rates: \$17 for 50 amp hookups if you tell them you are with the GMC Classics. (\$15 for 30 amp).

Make your own reservations and please let LD know that you are coming. If you want to take the 3:00 p.m. steamboat ride (Caddo Lake) on Thursday, you will need to make reservations ASAP. 888-325-5459 or 903-665-1665 (www.caddolake.com/steamboat.html)

There is a historical river tour that we might do. Other than seeing the sights of Jefferson and maybe Marshall, we will likely visit an all-you-can-eat catfish place and on another night an all-you-can-eat Mexican place. Hope to see you there. Imcwilli@yahoo.com (903-871-2648)

L.D. and Johnnie

YEE HAA



What a ride! Our Western Red Hat Tea was a great success. We served 189 plates. Each table of 12 had their own personal, good-looking cowboy who served, took care of the clean-up, and all our needs. I felt so pampered.

We had lots of door prizes and little personal items at each place. Everyone got to take home a blue enamelware cup with a red ribbon on the handle. The decorations were great, the food delicious, and the entertainment hilarious.

Our cowboys gave us a skit with a bath, a fight, and lots of laughs. Our Lady in Red gave us a great song and lots of cowboy mischief. We added the dancing girls(?) to the evening entertainment for the whole rally attendance. Everyone had a great time and a good laugh.

All the wonderful help from our committees made this a very memorable luncheon for the Classics and GMCMI. Thanks to all who participated. We couldn't do it without your help.

We will not have a Red Hat Tea in July. It is just too hot to dress up. I'm looking forward to this fall when we will be in Kerrville, Texas. We will have something special for you! Thanks again and lots of love to all of you.

Emmy

Classics Cowboy Review

At the Red Hat Luncheon, the ladies were treated to a very entertaining skit written by **Bob Musgrove**. An extended version of this hilarious, side-splitting production was presented as the rally entertainment that evening. What a great job everyone did!

Bob Musgrove was Bill Rogers, a Will Rogers wanna be, and **Ron Eimen** was Black Bart. **Bobbie Bramlett** and **Sharon Eimen** helped with the "can-can girls" costumes and dance. **Bob** and **Marilyn Musgrove** worked on the props, costumes, music, planning, etc. **Sheri Jackson** saved Marilyn by agreeing to be the "Lady in Red". **J.R. Slaten** and **Eric Tanner** were saloon fighters. **Charles Wersal** was the stinky Texan taking a bath. (Oh my!!) **Harry Driskell** was the bartender. Cowboys included **Richard Hodges**, **Bill Bramlett**, **C.L. Hood**, **Monte Jestes**, **Marvin Guelker**, **Al Brieger**, and **Art Owens**. **Bernie Baldwin** was the cowboy who had been shot by "Texuns". **Johnnie McWilliams** carried the sun and moon signs across the stage and **Virgie McHaney** was the MC. For the evening show, **Al Brieger** read the poem "Take Me Back to Texas" and **Jim Jackson** was the sheriff. "Can-Can Dancers (?)" were **Fred Hudspeth**, **Corky McHaney**, **L.D. McWilliams**, **Dave Wilson**, **Larry Turner**, and **Ed Lilly**. I don't even think their mother's would have been able to recognize these ladies..... uh men.



Dave Wilson, Fred Hudspeth, L.D. McWilliams, Larry Turner, and Ed Lilly

Sheri Jackson and **Sandra Hood** were in charge of the food for the Red Hat luncheon. **Joyce Murdock** (and friends) did the table decorations.

Thanks to all who took part in this great Classics production. I'm sure it will not soon be forgotten by anyone who attended. A special thanks go to **Bob and Marilyn Musgrove** for all their hard work.



Fred Hudspeth
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.

Administrative

In response to requests at the fall '05 rally at Corsicana, the Whispering Pines Rally featured tech sessions on both Friday and Saturday. Each ran for almost two hours — and all members of the audience remained for the entire time. The latter was due to excellent presentations by **Charles Wersal** and **Bill Bramlett**.

We can continue the two sessions per rally program with owners, like Charles and Bill, being willing to participate as session presenters, moderators, etc. To help make that happen, I am requesting owners to let me know what subjects they would like to have presented - and (very important) who they would like to have present it, if not themselves. I will treat all such input as confidential and try to recruit the recommended presenter.

Some tech sessions could feature a panel of three “experts”; the panel would respond to questions from the audience. I would like input from owners, again in confidence, on who you would like to have as panelists. I will then try to recruit them.

We could have “coach and owner” tech sessions with one or more owners being asked to talk about himself, his coach, basis of purchase, experience with it, etc. A moderator could facilitate questions and comments between the audience and the coach owner. Let me know the “coaches and owners” you would like to have featured in a tech session and I will try to make it happen.

As part of the expanded program, three owners have already agreed to be part of the “inventory” of presenters for future tech sessions. With your help, we can successfully continue the tech program in the two sessions-per-rally format. Contact me at (903) 509-2495; email - fbhtxak@sbcglobal.net

The usual spring Classics rally was combined with the GMCMI Convention at Montgomery, TX. There were many hours of technical topics at that convention but no tech sessions exclusively for Classics members. The next stand-alone Classics rally will be at Shawnee, OK 20-23July'06. **Robert**

Musgrove will host the tech sessions at that rally (he and **Marilyn** are also part of the host team for that rally). **Sharon** and I will be in Alaska as usual for the summer.

Summary - Whispering Pines Tech Sessions

Friday:

Charles Wersal explained the operation, maintenance and repair of the heating, ventilating and air-conditioning system for the motorhome. Charles contacted Zay Brand, a member of the GMC Pacific Cruisers, for permission to use Zay's publication, “Separating Hot from Cold” as part of his resource material. He also distributed copies of the publication.



Charles Wersal



the front cover removed to show the evaporator (bottom) and heater core.

Charles used a HVAC housing assembly to explain air-flow through it in the various operating modes. Here is a picture of the housing with

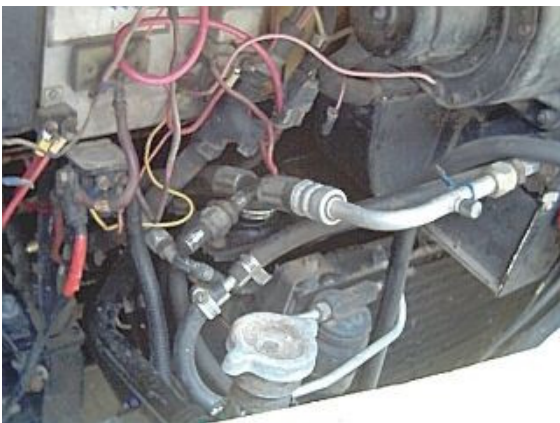
Tech Notes



Here is a picture of the evaporator showing years of accumulated dirt and trash...

Charles noted that the blower assemblies have often been found clogged with squirrel nests in motorhomes that are stored outside. He called attention to the badly deteriorated foam gaskets on the diverter doors and exterior sealing surfaces; these should always be replaced with a high density foam when servicing the HVAC assembly. Charles described several ways to eliminate outside air recirculation as a means of getting better AC performance.

Charles then described his installation of an auxiliary evaporator/blower assembly in his coach. Several owners have done this and all have found the OEM AC system to have adequate capacity for both the original and auxiliary units. This shows the tees he installed for the hoses to/from the auxiliary unit:



He installed the auxiliary unit in the pedestal under the driver seat. Following is the unit he used:



Units similar to this are available from Danhard Air-conditioning Inc. in Dallas (<http://danhard.com/>)

Charles described some rather extensive modifications some owners have made to improve delivery of air volume and velocity at the instrument panel. The modifications include enlarging return air ports and relocating the blower assembly.

Friday "Quick Notes"

Charles Wersal reported that about half of the vacuum pumps obtained from salvage yards for emergency vacuum supply on the motorhome have defective diaphragms. He recommended testing them before buying. See this site for details: <http://California.com/~eagle/figs/vacpump/vac.htm>

Billy Massey distributed a booklet he compiled entitled "Suppliers, Service & Repair and Publications Listing". He requested owners to advise him of additional entries; he will update the booklet periodically.

Chuck Ohlhausen recommended owners consider installing a filter in the power steering return line between the steering box and the pump. These filters, GM# 25010169 or AC#PF-883 will work on the motorhome; the cost is \$15-20. The filters were used on most '71-'83 Cadillacs. He said this filter and this information was included with a new power steering gearbox he bought from a GMC motorhome vendor.

I installed two 30W SunrayTS surface-mount fluorescent lights over the couch in my '78 Royale. They each provide the light intensity of about 115W of incandescent lighting and make excellent reading lights. The current draw at 2.2 amps is about 50% less than the OEM incandescent lights that have only a fraction of the light intensity of the fluorescents. The lights are available from Sunbeam Trailer Products Inc.; 5312 Production Drive; Huntington Beach, CA 92649; phone 714 373 3500; email sunbeam@rvamerica.com; <http://www.sunrayts.com/default.htm>; price - about \$53/fixture.

Tech Notes

Larry Turner reported on a “near miss” accident with his ‘73 23’ GMC motorhome. He had the motorhome supported on cribbage and jack stands to remove the transmission when one of the jack stands broke. Larry was not under the motorhome when the failure occurred. The jack stand failed due to slight lateral loading as Larry said the motorhome was not totally level; he showed the pieces of the failed jack stand. Larry said he shut that job down at home and delivered the motorhome to a transmission shop!

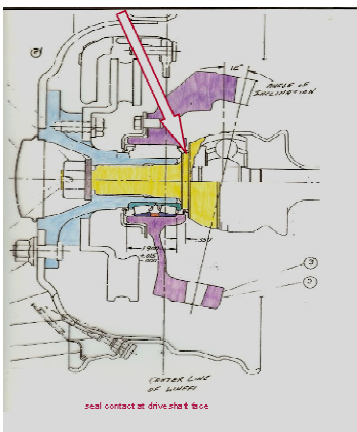
Saturday

Bill Bramlett discussed service on the knuckle and hub assembly.



Bill Bramlett

He acknowledged GMCMI member Dave Lenzi as the source for his remarks on the proper positioning of the inboard seal relative to the face of the drive shaft. Below is an illustration Dave used at the ‘06 Fall GMCMI Convention at Rapid City, SD; in it, he shows the relationship of the inner seal to the face of the driveshaft and the knuckle.



Bill advised that the seal should be driven into the knuckle such that when seated it will contact the face of the drive shaft. If it does not, then trash will lodge between the outer and inner lips of the seal and eventually fail the inner seal. Dave Lenzi has designed and made a tool to properly seat the seal. Until (or if) it is available for purchase, we will have

to continue to drive the seal flush with the inner face of the

knuckle and “hope” we are getting an adequate seal at the face of the driveshaft.

Bill said to bend the tabs of the inner seal retainer such that they are flat with the body of the retainer. The purpose of this is to insure even contact of the retainer with the inner seal.

Bill further advised the need to confirm the gap between the spacer and the bearings at .006 - .008”. If a new bearing set has a greater dimension, reject it and others until you get a bearing set within this range.

Bill used a knuckle, hub and bearing set to aid understanding of his remarks.

He commented on a tool that can be used to install the inner seal without removing the knuckle. This tool, however, is no longer available. While the hub/bearing assembly can be serviced without removing the knuckle, Bill advised against doing this. Removing the knuckle allows a more accurate inspection of it for wear.

Bill referred owners to the service manual for complete details on hub/bearings and knuckle service. He reiterated that the main purpose of his remarks was to relay information he learned from Dave Lenzi’s GMCMI presentation. He said he believes Dave’s views have real merit and that the proper positioning of the inner seal is underemphasized in the service manual.

Saturday “Quick Notes”

Bill Bramlett showed an improved Power Level rotary valve assembly made by **JR Slaten**. Contact JR at (502) 363-3011 e-mail: jrslaten@aol.com. Here are pictures:



Tech Notes

In response to a question from the audience, Bill described the suspension air compressor assembly he uses on his coach. It consists of a York A/C compressor powered by a 12v small engine starter motor. It will inflate the bags in a minute or less! For pictures, see <http://www.gmcmhphotos.com/gallery/showalbum.php?aid=1269&uuid=charles>

Ramblings:

Penny and Leon Buenger have recently acquired this 26' 1976 GMC Motorhome previously owned by former Classics members **Betty and Ken Sietsma**. Penny and Leon plan to use this as their "road coach" while restoring/upgrading the 23' coach they took to Corsicana. Leon says the coach is mechanically sound and has extensive interior upgrades.



Next is a mint-original 1977 Palm Beach owned by **Ray Doonkeen**. It has just 36,000 documented miles. While Ray has attended several GMCC rallies, this was his first time to drive the Palm Beach to a rally.



Berrie and Warren Mitchell own the 1975 Palm Beach in the following 2 pictures. While Warren says it is a "work-in-progress", they have already done beautiful work inside. Berrie and Warren were attending their first GMCC rally at Whispering Pines. They live at Fort Worth.



And finally, the "faithful"...



GMC Classics Charter Members

By Sharon Hudspeth

Charter members of the GMC Classics Chapter 20th anniversary celebration were honored on March 6, 2006, at the GMC Motorhomes International Convention, Montgomery, TX. President Mattie Driskell welcomed everyone and introduced the following **Charter Members: Nancy and Harry Fulks; Justin Hill and his late wife, Dortha; Virgie and Corky McHaney; Eileen and Al Mechana; Alice and Marvin Peck; Ruby Thoma and her late husband, Ken; and James Roundtree and Nancy, not present. Helen and Dr. Mo Lewis** wanted to be here but their health prevented it. **Peg and Jim Ong** also were not able to attend.

Sharon Hudspeth then shared the following information she had learned from various charter members. 25 GMC owners were the Classics charter members. Any GMC owner that joined the chapter that first year was considered a charter member. Many of the Classics charter group were first members of FMCA and GMC Motorhomes International (that began in 1982). Ralph Luby encouraged the GMCMI members that lived in Texas to form a chapter. Ray Rhodes and other GMC owners decided to attend the FMCA rally in San Antonio as a GMC group in **March 1986**. At that time GMCs were allowed to park together. They met and all spent the night on the parking lot of Toys R Us. They decided at their "mini Toys R Us rally" that they would begin the process to become a GMC chapter. FMCA required a minimum of 22 motorhomes to form a chapter. Because they could not find 22 coaches from Texas, using GMC Motorhomes International membership lists, they expanded it to include OK, LA and AR with TX. And aren't we glad they did! **Jim Ong, Ray Rhodes** and **Bill Parish** worked hard to get by-laws written and to meet other requirements for establishing the new chapter. They were successful and with the help of others, on **May 16, 1986, the first rally was held at Lake Tyler. It rained and rained and rained!** In fact that first year, every time they had a rally it rained. They considered hiring out the chapter to go to drought stricken areas with the assurance the rain would come with them! At one of the rallies, everyone submitted a name for the chapter and then the names were voted on. **GMC Classics was the name that received the most votes.**

A **10 year "Happy Anniversary"** was held in April 1996, in Mineola, TX. Hosts were **Charlie and Minnie Myers** and **Jean Henderson** and his late wife, **Mary Lou**. At **18 1/2 years** in Uvalde, TX, October 30, 2004, we **honored the charter members** named above. **Ann Brieger** was president and hosts for that rally were **Anne and Tommy Walker, Virgie and Corky Mc Haney** and **Emmy and Gordon Dunlap**.

Some have asked, "Aren't **Carroll and Art Owens** charter members of Classics?" No ... however, they are charter

members of GMC Motorhomes International (1982). Because of all their efforts in the Classics over the years, they seem like charter members, though! And Art "loves" us enough to keep making coffee for us!

The charter members responses to the following questions were then shared with the audience:

**1. When did you first become aware of the GMC motorhomes and when did you purchase your first GMC?*

**2. What was one of your best experiences with your GMC? (None wanted to talk about their "less than pleasant experiences"!)*

And what wonderful experiences they were willing to share! The Classics charter members I talked with said they "would do it all again because we love the GMC people. They are like a family to us. We have laughed together and had fun, shared sorrows and tears, worked as volunteers and officers, hosted rallies, traveled many miles together and yes, many many times repaired our GMCs together. It has opened doors to friendships all over the US and Canada. It has been a long and great journey!" And may it continue to be so!

Our appreciation and many thanks to all the charter members for your foresight in starting this chapter and for your work, time and effort through the years to keep it going. You are great role models for those of us who have come after you. We love you and we thank you!

The charter members received a standing ovation! President **Mattie Driskell** expressed appreciation to the charter members and presented each with a single rose in a bud vase (prepared by **Joyce Murdock**).

***If you would like to receive an e-mail copy of the expanded article that includes charter members answers to questions 1 & 2, send your request to:**

Sharon Hudspeth slhtxak@sbcglobal.net

For a hard copy to be land mailed to you, contact Debbie Massey at editor@gmcclassics.com



Club Correspondence

A few issues about club correspondence delivery and roster content.

Membership Roster

Some people desire not to receive a paper copy of the roster in the mail. They wish to receive it a rally, view it online, or download it for printing. Please take a moment to let me know your choice.

Cell Phones

It has been suggested that I include information in the roster for "His" and "Her" cell phones. Most cell phone providers have a feature where calls made "cell to cell" within the same "**phone network**" are not charged. I have been asked to include your cell phone provider in the roster. Please provide this information if you want it listed.

The Classic Chatter Newsletter

Some might want the newsletter mailed even though you plan to access it online. Therefore, also let me know in what form of delivery you would like to receive the Newsletter with it's Rally Registration and Schedule forms.

Contact me at the GMC Classics Headquarters to let me know how you feel about these issues or to give me additional information. (**bdub@gmcclassics.com** or **325-784-5861**)

Thanks
Billy Massey



Classy Fieds"

1978 Royale -

Rear Twin Beds and Side Dry Bath. Immaculate condition, **just as off the showroom floor** except for many upgrades over the last 28 years. Ragusa parts, Pleated Shades, Zip Dee Awnings both sides, Leather Flex Steel seating, Rear View Monitor, HD Stabilizers, Rectangular Headlights, Sun Screens, Headers, Flared Fender Skirts, much more. For more photos and information go to www.gmcclassics.com/summey/ \$29,500 Contact **Joe Summey** in Whitney, Texas at jpsummey@hillsboro.net or 254-694-7660.

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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