

# Classic Chatter



**GMC** Classics



## The Prez Seys

*Bill Wortham*

I would like to thank **Willard and Joyce Murdock, Frank and Sharon Jacob, and Charles and Janice Wersal** for another outstanding rally at Perrin, Texas. I had the privilege of meeting a lot of members that I had not met before.

I had a long discussion with **Dave and Marsha Stilley** of Lampasas, TX. Dave has converted their GMC to a 5th wheel trailer. It is unique and very well done. Be sure to check it out sometime.

We also had the opportunity to look at **Corky and Virgie McHaney's** new corvette. Now that is some kind of ride!

Thanks to **Charles Wersal, Penny Buenger**, and their hard working crew, we had a very nice pancake breakfast. **Frances Reeves** had a big turnout for the chickenfoot tournament. **Corky and Virgie** introduced me to a new game called bolo ball. It's been played at several rallies but this was my first time. It looked easy but boy that was not the case. It really takes some practice. **Marvin and Gay Guelker** also had a large turnout for the horseshoe contest. There was heavy participation at all activities at this rally. These GMCers really get into their games.

I would like to recognize two people that without their contribution to the GMC Classics it would

not be as successful as it is today. **Billy and Debbie Massey** contribute many hours working on membership rosters, the website and the Chatter. We take for granted the rally information will be sent to each member prior to a rally. Thanks for a job well done.

The rally at Rayne, LA will be the end of the 2008 officer's service. Our new officers will be installed at the Rayne rally. We look forward to another year of good RVing and wish them all good luck

*Bill Wortham*

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## NEXT RALLY

**Dates:** Feb. 5-7, 2009  
**Location:** Rayne, Louisiana  
**Site:** City of Rayne RV Park

Reservations due January 25, 2009  
(Forms in this newsletter)

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## SPRING RALLY

**Date/Location:** To be announced

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## 2009 CLASSIC DUES

It's time to renew your club membership for 2009. If you have not already done so, please send your check for **\$25.00** as soon as possible to:

GMC Classics  
7110 Forbess Drive  
Brownwood, TX 76801





## **Perrin Rally in Review**

44 Coaches and at least 85 members and 8 guests attended the Rally. We were very proud and excited to see so many guests attending!

### **Game Winners:**

#### **Chicken Foot hosted by Frances Reeves:**

- 1st **Marvin Guelker**
- 2nd **Debbie Massey**
- 3rd **Linda Turner**
- Highest Score **Anne Marie Carter**

#### **Bolo Ball hosted by Virgie & Corkie McHaney:**

- 1st **Carolyn Tipton & John Sharpe**
- 2nd **Georgene Farrill & Willard Murdock**
- 3rd **Sharon Jacob & Robert Ferguson**

#### **Horseshoe hosted by Marvin & Gay Guelker:**

- 1st **Wayne & Charlotte Alumbaugh**
- 2nd **Jerry Reeves & Willard Murdock**
- 3rd **Jerry & Rosa Barnes**

#### **Washer hosted by Marvin & Gay Guelker:**

- 1st **Jim Davis & Joyce Murdock**
- 2nd **Georgene Farrill & Jerry Reeves**
- 3rd **Jerry Barnes & Willard Murdock**

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What a great time we had at Perrin!. The "Luau Theme" was a great hit. Many thanks to our hosts: **Willard and Joyce Murdock, Frank and Sharon Jacob, and Charles and Janice Wersal**. The Mitchell Resort and RV Park was a nice, shady, well kept facility that was in the middle of Palo Pinto County or "Nowhere's Land". It was actually only about 30 miles off I-20 between Mineral Wells and Jacksboro but you have to be going there to find it! Oh yeah, don't depend on your GPS to get there, at least not OUR GPS especially if you see a sign that says "Bridge Out Ahead".

The Mineral Wells Outlet Stores and Wal-Mart were visited frequently by our members. You know Wal-Mart is always the first place that needs to be located! The ladies sure had fun and found many bargains, especially on shoes!

We sure missed **Art and Carroll Owens** but **Willard Murdock** and **Charles Wersal** did a great job of filling in for Art in the "Art of keeping coffee flowing". Hope to see Art and Carroll at Rayne. The card games just were not the same without Carroll!

It was so good to see **Jois and Alan Ross**. It has been several years since they were able to attend. Sure glad they are feeling better and able to join us. We also want to welcome "First Timers" **Dennis and Jo Lynn Golden** of Colleyville, TX and **Ray and Nancy Duff** of Little Elm, TX. These couples jumped in with both feet and were right at home with our group. Hope to see you guys at every rally!

The Red Hat Tea was very well attended. **Reva Fike, Ken Rose's** daughter), and her crew served a beautiful and delicious lunch. Thanks for all the hard work. Our Queen, **Georgene Farrill**, sure knows how to "delegate" to the right people. It was such a fun and relaxing lunch for the ladies. Well done ladies!

I want to caution everyone about an incident that happened in the bathhouse concerning a wind-up "light switch timer. If the lights go out, the room is very, very dark. One guy was in the middle of his shower when the lights went out. He was sopping wet, didn't have his glasses on (or anything else for that matter) and ended up searching frantically in the pitch dark room for the light switch. All of a sudden the outer door to the bathhouse was opened by an unknown man who, at that time, was planning to take a shower. After both guys screamed at the top of their lungs, the unknown man turned around and left. **CW** never knew who it was that allowed him to finally find that light switch. So the lesson of this story is: PLEASE be sure you turn that switch far enough to give yourself time to perform your duties. Isn't that right **Mr. Wersal**?

Bingo was a great success. The lucky winners received cash and left at the end of the night smiling. Saturday night we watched the "Bucket List". What a great movie! It was so funny, yet very emotional. It brought tears to many an eye.



It was so good to see **Virginia, Richard, and Julius Roucloux**.



The **Farrill's**: Queen **Georgene** & Wagonmaster **Bruce**

**TREASURER'S REPORT**

October 6, 2008

Withheld from online newsletter

**2009 OFFICERS**

The 2009 Officers elected at the Perrin Rally will be installed at Rayne in February. They are as follows:

- |                          |                       |
|--------------------------|-----------------------|
| <b>Ed Johnson</b>        | President             |
| <b>Willard Murdock</b>   | Vice President        |
| <b>Gay Guelker</b>       | Secretary             |
| <b>Jim Grissom</b>       | Treasurer             |
| <b>Frank Jacob</b>       | Wagonmaster           |
| <b>Warren Mitchell</b>   | Assistant Wagonmaster |
| <b>Corkie McHaney</b>    | FMCA Representative   |
| <b>Roger Christensen</b> | FMCA Alternate Rep.   |

The appointed positions are:

- |                         |                                |
|-------------------------|--------------------------------|
| <b>Larry Turner</b>     | Technical Seminar Coordinator  |
| <b>Billy Massey</b>     | Administrator and Webmaster    |
| <b>Debbie Massey</b>    | Newsletter Editor              |
| <b>Billie Young</b>     | Sunshine Lady                  |
| <b>Georgene Farrill</b> | Classic Red Hatters' Queen Bee |

2008 was a great year! Many thanks to the retiring officers for their exceptional service to our club. We also want to extend our sincere gratitude to all our rally hosts for the year. They do all the "behind the scenes" work that make our rallies so enjoyable.

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**Charles Wersal & Penny Buenger**

Too many cooks in the kitchen?

**Penny and Charles** seem to have a rivalry going on about how to make the perfect pancake. In my opinion, they both got it right. The sausage, bacon, and fresh melons finished out a perfect breakfast.

## Winter 2008

Some of our members have had trying times during 2008. **Billie Young**, our Sunshine Lady, has done an excellent job of keeping us informed through the Classics E-mail List and sending out cards and encouragement to those in need. We are one large family who are willing to help one another. Please let us know of your needs by contacting **Billie Young** or send an email to the Classics List: classics@gmcclassics.com

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**Sharon Jacob, Carolyn Tipton, Emmy Dunlap,  
Nancy Fulks and Frank Jacob**

These women love to tell the story about their travels to Santa Rosa, California. And the "hot tub" incident. Wonder why Frank has such a big smile on his face?

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I need articles and ideas for the Chatter. Please let me know what you would like to see or read about in future issues. Write down your ideas and send them to me. I need your help! Any items, stories, or ideas, whether large or small, will be appreciated. If you see something interesting happen at a rally, tell us (remind us) about it. Thanks for all your support.

Debbie

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 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.

### 2008 Officers:

#### **President Bill Wortham**

3000 George Richey Rd, Gladewater, TX 75647  
903-736-9154 E-Mail: worthambillyray@yahoo.com

#### **Vice President Ed Johnson**

19658 CR4108, Lindale, TX 75771  
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#### **Secretary Norma Grissom**

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#### **Treasurer Redonia Harper**

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#### **Wagon Master Bruce Farrill**

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#### **Assistant Wagon Master Frank Jacob**

2005 Brenton, Irving, TX 75062  
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### Appointed:

#### **Technical Seminar Coordinator Bob Musgrove**

4716 W 89th St, Tulsa, OK 74132-3426  
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#### **Administrator/Webmaster Billy Massey**

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#### **Sunshine Lady Billie Young**

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#### **Red Hat Queen Bee Georgene Farrill**

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

### FMCA Representatives:

#### **National Director Corky McHaney**

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#### **Alternate National Director Emmy Dunlap**

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### Publications:

#### **Newsletter Editor Debbie Massey**

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



**Website: [www.gmcclassics.com](http://www.gmcclassics.com)**



Bob Musgrove  
Technical Seminar Coordinator

## GMC Classics

# Tech Notes

**Mitchell Resort & RV Park**  
**Oct. 16-19, 2008**

**Perrin, TX**

*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.*

### FUEL TANK MODIFICATIONS

#### Fuel Pumps in Tanks

In early October of 2006, **Marilyn** and I were coming into Tulsa on our return trip from the GMCMI Rally in Berrien Springs, Michigan when I made two quick right turns with the gas tanks on the coach very low on fuel. The external fuel pump which served the Howell fuel injection system sucked air into the lines and the engine died. It was quite difficult to get the coach engine restarted. **Bill Bramlett**, who knew I was going to drop the fuel tanks to replace defective fuel hoses said, "There is a solution to that problem; but it's not for the faint of heart." Of course he was talking about installing a fuel pump in each tank. Bill had already installed a pump in one of his fuel tanks. The other tank was utilizing the external fuel pump that came with the EFI kit.



We installed the pumps in the fuel tanks on our coach utilizing the method that Bill Bramlett had used. Extensive modification of the fuel sending unit assembly is necessary in order to mount the in-tank fuel pump. The fuel pickup pipe, which also serves as the mount for the 90 ohm fuel sending unit, was cut

off and reattached at the vent location. The new in-tank fuel pump was then mounted where the fuel pickup pipe had been cut off. Of course it was necessary to get a power wire for the new fuel pump through the plate of the sending unit assembly.

AIRTEX in-tank fuel pumps were used for this project. The part number for the pump is AIX E3902 and the part number for the fuel strainer is AIX FS1. The Carter part number for the pump is P74037 and the part number for the strainer is STS-2. The combined cost of the pump and the strainer was under \$60 for each fuel tank.

The fuel pump in the auxiliary tank is served by the circuit that originally provided power to the selector valve. An additional wire was extended from the dash fuel selector switch to provide power to the fuel pump in the main fuel tank. The circuit for each pump is protected by a 5 amp fuse. These particular fuel pumps draw about 3 amps at startup. Also Brass Spring-Loaded Piston Check Valves from McMaster-Carr were installed in the fuel supply lines from each tank to keep fuel from bleeding into the fuel tank that is not being used.

#### Metal Lines on Top of Tanks

We replaced the rubber fuel lines shortly after we purchased the coach in Sept. 2000 and by late 2006 these fuel lines were cracked and seeping fuel again. Bill Bramlett and I had talked about installing metal lines above the fuel tanks to eliminate this particular need for removing them periodically. Since the rubber fuel lines needed to be replaced again, this seemed to



## Tech Notes

be a good time to try our idea. At the same time we decided to install a fuel pump in each tank as referenced above.

Copper line that we had on hand was used for the vent lines. Automotive brake line was purchased for the fuel supply line. The sealing ring was cut off the steel tubing on top of the fuel sending unit and at the auxiliary vent location on top of the fuel tank. Compression fittings were used to attach the new metal lines at these locations. This same method was used on the main (rear) tank to extend a short copper line from the generator fuel pickup location to an accessible area behind the fuel tank. Before reinstalling each fuel tank, all openings were sealed off, low air pressure was applied, and the tank was tested for leaks using a soap solution.

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**Larry Turner** covered the following interesting topics during his presentation at Perrin. He gained much of his experience on a GMC during the rebuilding of his distinctive Texas Coach.

### Fuel Sending Unit Refurbishment

Larry first ordered replacement fuel sending units from a GMC supplier. The workmanship of these units was not acceptable so the units were returned to the supplier. He then ordered two universal 90 ohm replacement units from J C Whitney. Certain parts from these universal units were utilized to refurbish the original GMC fuel sending units. Larry showed us pictures of this project that suggest he may have created a product that is better than the original design.

### Slow Filling Fuel Tanks

Most GMC owners have this problem; although a couple of owners said they did not have problems with slow filling fuel tanks. Some of the suggestions for improving this situation were:

- Make sure the existing vent lines are in good condition and they aren't crimped or plugged with debris. Don't overlook the metal vent pipe alongside the metal filler pipe which is mounted to the frame rail. Rubber vent lines attach to this pipe on each end and these have probably been replaced multiple times over the life of the coach. However, debris has been found to plug this metal vent pipe on at least one GMC motorhome.
- Lowering the right rear of the coach has been reported by some members to aid in the refueling process. This is understandable since the fuel enters high on the side of the fuel tank and when the tank is level, the last several gallons of fuel must push through the fuel that is already in the tank thus inhibiting the natural flow. With the right rear of the coach lowered, fuel tends to move away

from the filler location as it enters the tank which makes the latter part of the fueling process easier.

- Consider placing larger vent lines where possible to maximize the movement of air from the fuel tanks during fueling.

### Vapor Recovery Fuel Nozzles

Many areas of the country have adapted more stringent environmental regulations which require gasoline stations to use fuel nozzles that capture the vapors generated during fueling. Of course this trend will continue and will ultimately include all significant population centers. Discussion at the Perrin Rally included problems that have been encountered by owners when trying to fuel the motorhome using the newer nozzles that have a bellows-like rubber boot near the end of the nozzle. This is known as the Stage II Vapor Recovery – Balance Nozzle design. Balance systems require the tight seal of a boot on the nozzle with the vehicle fill-pipe so that vapors that are displaced by the fuel going into the vehicle must transfer to the underground storage tank rather than escape into the atmosphere. The rubber boot must be compressed to activate the pump and this can cause difficulty in fueling the GMC motorhome. There have even been instances where the fuel nozzle became stuck in the fill-pipe of the coach with removal of the nozzle being accomplished with great difficulty.

Two solutions were presented to overcome this problem by providing a sealing surface for the rubber boot on the nozzle to compress against. (1) **Charles Wersal** used a 2 to 2-1/2 inch long piece of foam, such as that used to insulate water pipes, around the vehicle fill-pipe. (2) **Larry Turner** utilized a piece of PVC pipe that was the proper diameter to just fit over the vehicle fill-pipe. The pipe was 2-3 inches long and cut at about a 30 degree angle.

