



COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

Covering Parts of Ontario, New York, Pennsylvania, Ohio, Michigan, & West Virginia

Summer 2007

www.gmcheritagecruisers.com

With Regret

Mary Hubert passed away in mid-June. Adam & Mary were long time and very active members of the Chapter until Mary's health prevented rally attendance. Our condolences go out to you Adam.

Sick Bay

Pia & Dennis Lepard couldn't attend the June rally because Pia had surgery in the early part of the month. She is doing well now and should be attending rallies again soon. We're glad it all went well, Pia!!

Joan Carscadden had a very serious transplant operation in mid-June. She came through it very well and is at home now. Some details are at www.carepages.com under Joansjournal. We all followed your progress, Joan, and are very happy to see you have done so well!!!

The 2007 Rally Schedule

Below is an outline of our rallies for 2007.

20-22 July - Toronto (Glen Rouge) Olivers & Hadcocks

The rally registration & info was enclosed with the Spring newsletter. Contact the Olivers if you still need information!!

17-19 August - Verona, NY
Morris' & Marshalls

The rally registration & info was emailed & mailed to all members in June. It is also enclosed with this newsletter. There are still sites available at Turning Stone.

Rallymasters for a September or early October rally are needed. Please get in touch with Ian Oliver, our Acting Wagonmaster, with your suggested location and other details.

Rallies So Far

The rally season got off to a great start with the Coachless rally in January and was followed with a "Coach" rally in May on the Niagara Peninsula.



Attendance was 25 including Linda & Frank Foldy who made it in their tow car. The coach is coming next time – they said!!! Lena & Dick Longman put on a great rally in a super campground. Thanks to you both for all your hard work.

In June, we were hosted by Barb & Nick Lavigne at Sherkston Shores near Fort Erie – another great place and fun for all. Highlights included a golf tournament and unique dinner/theatre. Thanks for a great rally.



The winning team (Bob, Nancy, Mary, & Paul) of the first annual HC Golf Tournament
The overall winner was Ian Oliver!!!

From The President

I have received a letter of resignation, effective immediately, from Fred Saunders, our present Wagon Master. Although Fred's term is officially over at the end of 2007, it has traditionally been the responsibility of the out going WagonMaster to set the Rallies for the following season. (in this case, May-Oct.,2008).

Rallies are very important to the vitality of our Club so in the absence of a Wagon Master to ensure a Rally programme for 2008, it is urgent that the membership come forward with ideas for Rallies and/or offers to host Rallies. Our past Wagon Master, Ian

Oliver has offered to provide co-ordination in this regard. Please contact him with your ideas and proposals. His phone number is 905-294-4696 and e-mail address is bioliver@rogers.com.

Thanks for your cooperation in this matter,

Barb Oliver, President

New Members

Alan & Susan Mitchell of Fairport, NY became our newest members this past spring. Welcome to you both – we look forward to seeing you at a rally soon.

Email Addresses

Of the 90 members in our Chapter, 70 have email addresses. For various reasons, not all 70 members get an email sent as a group mailing.

The returned addresses have some strange reasons attached to them by the ISPs (servers) that explain why our messages don't go through. Reasons such as you have "permanent fatal errors" (scary!!!), "grey listed for 5 minutes" (is that not as bad as being 'Black Listed' ??) or "User unknown in virtual alias table" (there are people out there who know what all this means and probably speak to each other in this type of language all the time!!!!)

The following were returned with a fatal errors, grey-listed, or not being on the table recently: Longbecks, Holgates, Hoods, Jim Gsell, Colfs, and Scotts. Please let us know if there is an address change or correction needed.

Chapter Executive Nominations

Every other year, we elect new officers for the following two years. We will be voting for the new officers at the August rally and we need to know who is interested in holding an office in the Heritage Cruisers and/or who you think would be a good nominee for a Chapter officer.

Please think this over and contact Bob Morris, Ian Oliver, or Fred Ely and let us know your thoughts at the next rally or by email.

The Nominating Committee

GMC Heritage Cruisers Cocktail Munchies & Potluck Goodies Book

The Munchies & Goodies Book is still active and your recipes are needed!! Send them to Lena Longman by email or by snail mail.

PINEAPPLE CHEESE BALL

2 Pkg's 8oz Cream Cheese
1 Large Crushed Pineapple (Drained)
¼ Cup Chopped Green Pepper
2 Tablespoon Chopped Onion
2 Teaspoon Salt
Chopped Pecans
Mix First Five Ingredients. Let set in Refrigerator till Firm
Form Into One or Two Balls Roll in Chopped Pecans
Nice Served With Ritz Crackers

Dottie Boehler

Interstate 90 EZ Pass

(Repeated at members request from Summer 2005 Newsletter)

Mike Gallagher, two years ago, did some investigating and provided a lot of

information on rates, a new discount plan, recovery, where you can get more information and apply for passes and plans when travelling Interstate 90 in New York. It is hoped that with Mike's many phone calls, and the experience of others, the correct information will eventually be known.

The high cost we sometimes experience comes from being classed with commercial, three-axle vehicles over seven feet tall. Sometimes a discount rate is applied to our coaches – sometimes not!! Here are the rates to travel the entire length of I 90 in NY:

Pay cash at tollbooth - \$51.60;
Commercial E-Z Pass - \$49.00
Thruway MH E-Z Pass - \$21.06
Thruway car E-Z Pass - \$13.64

In addition to the motorhome toll, a car in tow is charged at the car rate as well.

The motorhome E-Z Pass appears to be a "new" discount plan that is based on the car rate plus a third axle. An E-Z Pass can be applied for by writing to:

E-Z Pass Customer Service Center
PO Box 149004
Staten Island, NY 10314-9004
or
Fax 718-490-9772

A copy of your vehicle registration is required with the application. It appears that E-Z Passes are available to anyone, not just residents of New York. There is no cost for a Pass. Toll charges can be set up to be added to a credit card. Be sure to ask for the Thruway Motorhome Discount Plan.

It appears that a personal Emergency Road Service can be used on I90. That was stated by a number of Customer Service Representatives at E-Z Pass, but it needs to be confirmed by the Thruway authority.

More information is available from the E-Z Pass Customer Service Center at 800-333-8655.

Interstate 90 Follow-Up (From Fall 2005 Newsletter)

Mike finally got his "Thruway E-Z Pass Motor Home Discount Plan" after a long wait. To speed up the process to get a Pass he said to tape the GMC registration to a paper, write on the paper that you want a "Thruway E-Z Pass Motor Home Discount Plan" E-Z Pass, write your name, address, phone number, **And the number of axles (three)** and send it by fax to: Terri at 1-845-425-2840.

If a problem is encountered with the Thruway system, such as incorrect charges or inability to get an E-Z Pass, there is a contact in the administration offices who may be able to help. It is Rocky Ann Bristol, 1-718-390-3563 ext 3569.

Classifieds

For Sale: 1976 Edgemont repainted. Rear twin beds, dry bath, Alcoa wheels. 48000 mi. on rebuilt eng. Trans. rebuilt with new sprockets. \$16,900. 905-331-1411. email nblavigne@hotmail.com Also Blue Ox tow bar with Brake Buddy (removed from Saturn) \$500.00 Nick Lavigne

Wanted: TV antenna or "halo" for satellite dish to get off-air programming. Radio Shack TV 42 size, Paul Lambke, 519-443-7543

Items for Free: Used GMC motorhome cover, tan, good condition – Propane tank from 26' coach – two slightly used Cooper 8.75R x 16.5 LR D on rims and two additional rims – Bruce Hood, 519-833-9979

For Sale: Four GMC hub caps – no dents – all four - \$35.00, two brand new GMC hub caps - \$45.00 each. Five 16.5 steel rims –

good condition - \$15.00 each, one slightly worn CSR Kelly 8.75R x 16.5 on rim - \$40.00 – Sal Dignadice, 519-740-7666

For Sale: An aluminium step and Onan circuit board. Also repairs to holding tanks can be done at Morrisburg. Call Fred or Paul Hill, 613-543-2111

For Sale: 1973 GMC Canyon Lands, 26', 50K original miles, orig. interior and exterior coach located in Greenwich, NY (Albany, NY area Contact: Lewis Hall, 518-692-7478 or inform@safehavenboarding.com.

For Sale: 1974 Eleganza SE many upgrades and new parts. See pictures at: <http://s98.photobucket.com/albums/1243/jayhawk2000/> Price \$20,000 US or best offer; Contact: Bob Morris, 607-756-9888 or email: jayhawk@twcny.rr.com

For Sale: 1975 Palm Beach 26'. Alcoa wheels, Michelin 10 ply tires. Dining area swivel tub chairs with pull out eating table. Honda generator, Screen door, Two full awnings, 455 engine. Located in Southern Ontario, Canada. Price \$22,500 Cdn. Contact David Simmons at 705-327-0417.

Listing of GMC-related items for sale is available to HC members and will only appear for two issues unless otherwise arranged.

Tech Talk

Recent Engine Oil Changes

This article is printed with the permission of the author, Bill Bryant, and was originally written for the GMC Nor'easter newsletter.

Some additions were made by Dick Paterson, who also is producing articles for the GMC Motorhomes International newsletter and gave a detailed presentation at the HC June Rally Tech Session.

The purpose of this article is to, as simply as possible, provide information on transformations taking place in engine oil, how it may affect the GMC engines, and to provide some information to help you decide on your choice of engine oil.

There have recently been changes made to engine oils that are a cause for concern. Those of us owning "vintage" vehicles with engines using flat tappets should use care in choosing our engine oils. This is NOT a concern for modern engines, only those with flat tappets. The problem lies in the extremely high pressure loading between the lifter and cam lobe. The higher the engine performance, the greater the concern.

There is increasing concern by owners and rebuilders of flat tappet engines over a recent increase in camshaft/tappet failures. This appears to coincide with the reduction of additives in the new engine oils decreed by the US Federal Government. Zinc dialkyl dithiophosphate, (ZDDP) has undergone a reduction in the past few years and we will likely see further reductions in the future. The American Petroleum Institute (API) has issued standards as follows:

| Category | Zinc% | Phosphorous% | Levels |
|--------------|-------|--------------|--------|
| SJ, SL, CI-4 | 0.110 | 0.100 | 2004 |
| SM, CJ-4 | 0.087 | 0.080 | 2007 |

Notes:

- Oils with >0.10% or 1000 ppm ZDDP appear to give adequate protection for flat tappet engines.
- Engine oils made after 2006 that have the API "starburst" logo on front of the container and have the SM or CJ-4 and

"Energy Conserving" donut on the back have <0.08% ZDDP.

- Most of the SJ, SL, & CI-4 oils are gone from the store shelves so we have little choice but to buy some variety of SM, CJ-4. Use an additive such as AC Delco EOS (details below) to raise the ZDDP content.
- Synthetic, off road, racing and Diesel oils appear to be the best choice for a higher ZDDP content – some with additives.

There is no simple or easy answer to this problem. The petroleum industry is aware of this problem, but outside of the usual PR releases there is little in the way of hard facts. Also, the formulation of many oils is constantly undergoing changes and it is difficult to determine just what we are buying.

What is the answer.....?????

These suggestions unfortunately are more general than perhaps you would like. Due to the above uncertainties, it's difficult to be more specific. Check these out and make your own decision. Some of the websites below show the amount of ZDDP, so it may help your decision.

Oil Suggestions:

- ◆ Synthetics, a good option. Such as Amsoil 10W-40, Redline 10W-40, or Royal Purple, Shell Rotella T, 5W-40 (in a four litre dark blue jug –watch out for synthetic blends. They can have as low as 15% synthetic oil.
- ◆ Diesel, off road & racing oils are likely the best most cost effective solution, such as Shell Rotella T Diesel/Gas 15W-40 in white four litre jugs. Some of these diesel/gas spec oils had lots of ZDDP in them until January 2007. Put in an oil additive to bring up the ZDDP level.

- ◆ *Convention oil in the 10W-40 and 15W-40 weights with an oil additive*

Oil Additives:

- *GM camshaft & lifter prelube, #12345501*
- *AC Delco Engine Oil Supplement #992869*
- *STP treatment (Red bottle NOT blue)*
- *Mobil 1 V Twin (motorcycle)*

Links to further information or confusion:

<http://www.lnengineering.com/oil.html>

[http://www.hotrod.com/techarticles/engine/fl at tappet cam tech/](http://www.hotrod.com/techarticles/engine/fl/at_tappet_cam_tech/)

<http://new.api.org/certifications/engineoil/categories/upload/EngineOilGuide2006.pdf>

“Dome” Light Lens

Fred Hill found a replacement light lens that is the duplicate of the original lens located on both sides of the motorhome cockpit. They are in the “Help!” section of many automotive stores and are # 274320.

Liability Disclaimer

The GMC Heritage Cruisers, its officers, and the Editor are not responsible for the accuracy of advice and/or technical notes published in the “Comings ‘n Goings”. Adjustments or installations made to coaches on the basis of information presented in this publication is the responsibility of the individual coach owner.

Autumn Newsletter

Submissions for the Fall 2007 Edition of the “Comings ‘n Goings” are due by 1 November 2007 to the Editor, Al Hamilton 613-659-3522 or akh@1000island.net.