



# MINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

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

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[www.gmcheritagecruisers.com](http://www.gmcheritagecruisers.com)



2010

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## President's Notes

Hi folks. I hope your summer travels are going well, and that you have been able to attend a rally. They are the life blood of our club, and you really owe it to yourself to attend one or more and maybe even get involved to host or co-host one. If you are worried about the work load, ask a veteran member for help, advice, or to co-host one with you.

A rally does not need to be an 'Extravaganza'. As a matter of fact, some of the most successful and enjoyable rallies are the ones in which participation is the biggest contributing factor to its success. -No outside entertainment, no fancy feasts, and no 'Grand Tours'.-

A Heritage Cruisers rally usually consists of a couple of coffee and muffin breakfasts, a brief (one hour) general meeting, a tech session, a non-tech/crafts session, and a 'pot luck' dinner, and a more formal 'provided' dinner.

Afternoon activities have varied from tours, to golf, to casino visits, to boat tours, to races, both auto and horse, to festivals, or

simply resting and relaxing with friends, and the list goes on.

Evening activities can range from cards, to games, to a relaxing camp fire, or entertainment, either on site or away.

Happy travels,

**Bob Paterson**

## The 2010 Rally Schedule

13 -15 Aug – Erin, Ont  
Daphne & Bruce Hood

**Rally Information is below**

24 -26 Sept – Morrisburg, Ont  
Adeline & Doug Barber & Fred Hill  
**Rally Information is enclosed – deadline is 10 September**

26 Sept – 1 Oct – GMCMI Fall Convention  
DuQuoin, Illinois



## **August Rally Information**

*It will be 13 -15 August at the Erin, Ont fairgrounds. The rally masters are Bruce & Daphne Hood. The cost is \$50 for the weekend, payable on arrival. Let the Hoods know you are attending. They need numbers, as soon as possible. We will have water and electricity. Bicycles will be useful. Most meals will be on your own arrangements, but a dinner is still being worked on. There are two events on that weekend - Western Barrel Racing and the Optimist Club Ribs & Rhythms. More information will be sent by email as it becomes available.*

## **Rallies So Far**

**May Rally:** *We descended on Sherkston Shores near Port Colborne, Ontario for this year's May rally. It was full of games and activities. A very special thanks goes to Judy & Bob Paterson and Lois & Fran Urbanski for a great time.*

**June Rally:** *Ginette & Dan Stuckey were the hosts at the annual Cruiz-In car show just west of London, Ontario. In addition to attending the show – we were part of it!!! There was a lot to see, remember, and drool over.*

*The coaches were all lined up to be on display as classics like they were all over the huge property.*



**July Rally:** *We returned after a 12 year absence to Rideau Acres Campground near Kingston, Ont. It's an enormous place – big enough for a GMCM I Convention!!! If we could only get them to come north of the border. There were boat rides courtesy of the Elzingas, a tour of the 350 year old city of Kingston, some attended a concert at old Fort Henry, and just good social times.*

## **In Memoriam**

*Sandy Gosse passed away in June after a long illness. Sandy & Cyril were members of the Chapter for many years but were not able to attend rallies the last few years because of Sandy's illness. Please accept the condolences of the Club, Cyril.*

## **Sick Bay**

*Norma Hill is now in a nursing home in Winchester, Ontario. Norma has progressed well from her stroke as far as speech, memory, etc. goes. However she is still paralyzed on one side after she finished at the rehab centre. Norma wants to thank our members for all the notes and best wishes she received.*

*Richard Welfare had a kidney transplant in June and is at home now doing very well. The donor was Leslie and she is well also. Leslie said they may come to a rally next year, so things are looking good. Hope to see you both in 2011!!!!*

## **Membership Categories**

The categories of Chapter membership were discussed at the May rally meeting after the Membership Member reported that the honorary membership category has evolved beyond what was intended years ago when it was established in the Standing Rules. Currently, we have six honorary members and this year could see it increase to 13. Some suggestions included changing the name to "associate" member and limiting the honorary status to a very few. Also only email newsletters should be sent to honorary and associate members. John Podmore agreed to chair a review committee and report to the membership with recommendations to amend the Standing Rules.

An amendment to the Membership categories was presented at the July rally meeting and after some discussion, it was passed. We now have regular GMC owner members, a few non-GMC members, and associate and honorary members. Newsletters will still be sent to associate and honorary members, but by email only. A letter will be sent to all associate and honorary members explaining the new Standing Rule and giving them some options.

## **New Alternate National Director**

Ian Oliver has stepped down as our Alternate National Director to FMCA. John Podmore was nominated and elected to fill the position. Thanks Ian, for serving the Chapter so well again and thanks to John for stepping up and agreeing to serve and support us.

## **Chapter Membership**

We have 86 members including the new members below.

## **New Members**

Welcome to Chet & Thelma Andrews of Batavia, New York who joined us in May. Hope to see you both at a rally very soon.

Shelley & Jerry Coulson of Bobcaygeon, Ontario joined us in July and attended the July rally in Kingston. We were glad to see you both so soon.

And welcome also to Mary Ann & Rex Caroll of Derby, New York. They joined in July also. We hope the Chapter is enjoyable for you both and provides you with any technical help if you need it.



## **Emailing of the Newsletter**

Receiving the newsletter is still available by email for anyone who would like to have it delivered to their computer. Let us know if you want to change to email delivery. 

## **Classified**

**For Sale:** 1976 Palm Beach – original owner, stored in heated garage in winter, rebuilt engine (Oct 2000) & recent rebuilt transmission; inverter & batteries replace Onan, new fridge & awning. Includes matching covered trailer & golf cart - \$30,000 Cdn – contact Darlene Beardwood Carter – 819-923-5265

**For Sale:** Original GMC one & a half stainless steel sink with strainers \$20. Gaucho set, Flexsteel, excellent condition,

royal blue. Removed from rear of Glenbrook. 46"x72" when made into a bed - \$75



Pair of rear view chrome plated original side mirrors. \$25 One teardrop exterior light cover -\$5 – Phil Nau – 519-675-0582.

**For Sale:** Two pieces of stainless steel exhaust pipe left from recent project. One 2 1/2" x 4' - \$25. One 3"x7' - \$50. Al Hamilton -613-659-3522

**For Sale:** Full length, right side Carefree awning, brown & beige, includes awning rail. \$200 - Jack Elzinga - 613-542-9670

**Free:** Roof Pod and some rosewood cupboards from a 76 GMC – Jack Elzinga – 613-542-9670

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



## Tech Talk

### Cooling Unit Transplant

by Nancy & Al

At the May rally we discovered a strong odour of ammonia in the lower box of our fridge. Within a short time of the door being open the propane alarm went off. After two

days the ammonia smell went away and the fridge continued to maintain a good temperature. That was confusing!!!! We discovered the fridge could continue to work for days or even a few weeks with a very slow leak. The "soup" in a RV absorption fridge contains some hydrogen, as well as, ammonia, and other stuff. The hydrogen set the propane alarm off.

The options to get a working fridge again include; buy a new one, have someone install a new or rebuilt cooling unit, or install a cooling unit ourselves. The costs of the first two options are substantial. There are a number of companies in the US and Canada that supply cooling units, instructions, and technical support for a DIYer!!!! The cost in the US is \$480 and the cost in Canada is \$495. Each have taxes and shipping (of the core back as well) with a total of about \$650 in either country. A company with a five-year warranty and new evaporator coils is preferable.

Removing the fridge and then taking the cooling unit out was not that difficult and took about four hours using instructions from the internet.



**Here she is face down ready to have the unit removed.**



**Ready for the new unit**



**Propane Burner**

*While everything is apart, it is obvious to inspect all the pieces. Here is the propane burner that will likely fail in a year or two. The slots are twice the size they should be from rust. Keeping those orifices clean by tapping and vacuuming keeps them more trouble free, but this one has been replaced before the rust gets worse.*

*The replacement cooling unit goes back in the fridge in about four hours following detailed instructions that were sent with it. The Internet instructions mentioned earlier also include installation instructions.*

*The fridge worked once it was back in the coach!!!! I was not sure at times!!!!*

### **Outer CV Joint Boot**

*A few years ago Fred Hill found a great outer CV joint boot that could be ordered from Montreal. The boot was so elastic and strong it could be installed by stretching it over the joint that was still attached to the axle. They were made by a company called Mecotech in France but haven't been available for some time. Roy Carscadden has located a source for the boot in Toronto. They are available from Tobok Enterprises at 905-771-9208. Watch the video at [www.viagra4cars.com](http://www.viagra4cars.com), click on "More Information" and you'll be amazed at the flexibility of the boot.*

*Two boots, a can of lubricant, a cone, bands, and grease are about \$50.00. For GMC CV joints, a two litre plastic pop bottle cut off to fit the cone, will allow the boot to slide over the joint. This saves the expense of buying an additional cone to fit the boot over the large CV joints. The "Tornado" boots are larger or longer than necessary, so one section of the boot can be cut off for a better fit.*

*Editor's Note: It is safe to say cleaning and properly lubricating the joint is the way to go - not just adding some grease and slipping the new boot on as shown in the video. I've used and reused two of the boots for years and they are the best I've tried, including the so called "super boot".*

**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 are the responsibility of the individual coach owner.**



**Autumn 2010 Newsletter**

*Submissions for the Autumn 2010 Edition of the "Comings 'n Goings" are due by 15 October 2010 to the Editor, Al Hamilton at gmchc@1000island.net.*

**Enclosures:**

*Minutes of the May Meeting  
(not included on the Website)*

*September Rally Registration*