



MINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

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

www.gmcheritagecruisers.com

Fall 2011

Chapter Officers

The 2012-2013 slate of officers has been set and is as follows:

President – Bob Paterson,
VP Wagon Master – Bruce Hood,
VP Technical – Bruce Hyslop,
Treasurer – Nancy Berry,
Secretary – John Peazel,

National Director – John Evans,
Alternate ND – John Podmore,
Web Master – Bruce Hyslop,
Historian – Judy Paterson,
Non-Tech Coordinator –
 Lou Ann Podmore
Newsletter Editor &
Membership – Al Hamilton

Thanks to the outgoing officers. Fran Urbanski and Dennis Lepard have served the Club for the past two years. Also, honourable mention and a special thanks is needed to express our appreciation for all the work Dick Longman put in as our Chair of the Nominating Committee.

The 2012 Rally Schedule

27-29 January – Niagara Falls, Ont
 John & Lou Ann Podmore
 Fran & Lois Urbanski

See the rally information enclosed !!!

11-13 May – Leamington, Ont –
 Mike & Lou Barton
 Bob & Judy Paterson

See information below

June – London, Ont –
 Trish & Phil Nau
 Jean Price & Fred Perkins

July – Open

17-19 August – Erin, Ont
 Daphne & Bruce Hood

14-16 September – Clayton, NY
 Nancy Berry & Al Hamilton



The May Rust Buster

“Going to the Birds”.

The Patersons’ and Bartons’ are co-hosting the Rust Buster at the edge of Point Pelee (Leamington), on the weekend of May 11, 12 & 13th; just in time for the migratory birds returning to Canada.

Leamington and area have many and varied attractions. You can see displays of shipwrecks at the Marine Museum, and enjoy the famous Point Pelee National Park or visit Pelee Island. Point Pelee National Park and Pelee Island are both renowned sites for Bird Watchers and Naturalists from around the world. But, there is something for everyone.

The area is also known for the many greenhouse farm operations and the H .J. Heinz Canadian headquarters. You will be newly surprised with the number of Wind Generators in the area.

Sturgeon Woods RV & Marina is well equipped for our early (cool) weather, with a large rec. hall, W/E hook-ups, washroom & shower facilities, and its own marina docks.

Mark the dates on your calendar, and watch for a full mailing with registration information.

Rallies This Year

July Rally

John & Mary Peazel set up the Lion’s Club house and grounds in Courtland, Ontario for

an excellent rally. We ate extremely well with the fabulous meals being prepared by John & Mary, with the help of some Lion’s Club members. We toured the area and some unique spots of interest – including a large green house complex and a tobacco museum. Let’s not forget the tours of the Peazel’s bakery !!! Thanks to you both for a great time.

August Rally

The beauty of Ontario’s “cottage country” was the setting for the rally organized by Judy Ferguson & Ross Birch and Joan & Roy Carscadden. We were just outside Port Severn, Ontario and toured from there to historical sites of a Jesuit Mission and shrine., We also had a wonderful boat cruise and meal on board. The food at the rally was delicious, and we will always remember the morning when we made “breakfast in a bag”. Thanks for all effort you all went to, in Port Severn.

GMCM I Goshen

Our September rally was attending the GMCM I Convention in Goshen, Indiana. Fourteen couples from the Heritage Cruisers were there and we found two new members to top off the week. It was a great week with over 160 couples or coaches attending from one coast to the other of North America !!!



In Memoriam

Fred Hill passed away at his home in Morrisburg, Ontario on 1 October. He was in the hospital earlier, but had been home for a couple of weeks. Fred and Norma were very active in the Chapter since they joined in 1995. Please accept the condolences from the Heritage Cruisers, Norma and to your family, as well.



Annual Membership Dues

At the Club meeting in Courtland in July, the annual membership dues were increased to better cover the Club expenses. After some discussion, the dues for a new member were increased to \$35 for the first year and to \$20 for all members thereafter.

New Members

As mentioned earlier, we were pleased to have two GMC owners join the Chapter in September at Goshen, Indiana. Steve Janes & Judy Lang are from Pickering, Ontario and have been GMC owners for many years. George & Jean DeVeccio are from North Rose, New York. They also have owned their coach for a long time and George is the Vice President, Northeast Area of GMCMI. Our Chapter total now stands at 89 !!!



Membership Dues for 2012

That time of year has come once again. The Chapter dues for 2012 are payable by 1 January 2012.

Complete the dues enclosure and mail it with your dues in either US or Canadian funds to our Treasurer, Nancy Berry. **The cost of dues is \$20.00.** If you have paid the 2012 dues then there should be no dues enclosure with your newsletter.

On 1 May anyone who has not paid is dropped from the membership and the mailing lists and will miss a newsletter or rally information.

Emailing of the Newsletter



There are advantages to having your newsletter sent by email. You get it right away rather than waiting for the Postal Service.

You can print it in colour for better photos and clip art. Finally, it saves the Club a couple of dollars for each one emailed. Let us know if you want to change to email delivery.



Classified

For Sale: 1975 GMC Eleganza II TZE 165V101626, Floor Layout 26-3, second owner. 79,249 original miles, everything original. Has been stored in heated garage since 1994, started up once a month until 2010. All manuals, records, etc. Ideal for present GMC owner to update and restore. \$16,500.00 FOB Dundas - Doug Hammond, Dundas, Ontario 905-627-5990 jdouglashammond@aol.com

For Sale: 1974 26' Painted Desert (now two tone green) 455 engine 82,000 miles, rebuilt transmission at 60,000 miles, new roof air

conditioner. - \$11,000 – Robert Wakeman
607-642-5528

For Sale: Atwood 6 gallon electric water heater model #93891. New in box. Retail value was \$294.84 in 2005. No longer in “Atwoodmobil. Com” website but check for comparable types. Will fit GMC’s with engine coolant heating built in. Will accept reasonable offer....contact – 716-868-5068 or – jim41@roadrunner.com.

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



Tech Talk

One Ton Front End Upgrade

by Bruce Hyslop

You have likely heard a lot of buzz lately about “the One Ton Upgrade” and wondered what it’s all about, or is it worth it. Well this spring I installed the One Ton Upgrade on our coach, so here is my experience.

Why the upgrade:

The front end suspension (knuckles, bearings, control arms, brakes, etc.) all have their roots in the Oldsmobile Tornado car. GM beefed up some parts and left others as they were for use in the GMC Motorhome. As a result the front end of the GMC has always been overloaded from the original design. This led to increased service intervals such as the 25,000 mile bearing service. This overloaded front end was always in the back of my mind while driving the coach. I had heard cases of sudden

and serious bearing failures. These parts are not locally available and require special tools and skills to change. This made me nervous on every trip!

What it is:

Bill Hubler, in California, is credited for all the hard work here. He took front end parts from a '89-94 GMC 4x4 one ton truck and made it fit the GMC Motorhome.

Why?

- The bearing assembly is a much larger, more robust bolt-on sealed unit, readily available anywhere, requiring no maintenance and no special tools to change.
- CV joints are also readily available.
- The knuckle is much beefier than the original.
- Brake rotor is 1.5” larger in diameter, therefore more braking power.
- Wheels are moved out to the same track as the rear wheels.

Get a kit or roll your own?:

Certainly you can source your own parts from a junk yard and a few resourceful souls have done that, or you can buy a kit from Manny Trovao of San Jose, California, or Jim Kanamata of Applied GMC in Fremont, California. If you decide to roll your own, you will need new axles of the proper size available from Applied GMC. (JimK).

What I did:

I purchased a kit from Applied GMC. At the time it was the only kit available, however since then Manny Trovao has brought out a less expensive kit. My understanding of the difference is the Manny kit is a basic kit requiring you to buy quite a number of parts locally while JimK's kit has everything

included. I was happy I bought the JimK kit. The only 2nd hand parts in the kit were the knuckles and the modified lower control arms. Everything else was new, name-brand parts (Moog, Timken etc).

I was able to use the truck lift at my local fleet service garage on a Saturday and pay one of the mechanics to help me, (or should I say.. I helped him!). The complete kit allowed us to completely change the front end in less than the 8 hours I was allowed in the shop. I should qualify that by saying we did not install the included offset bushings for the top control arm due to the time constraint. Everything bolted right in place. The only issue was the axle flange bolts for the driver's side must be replaced with shorter 1" long bolts due to the thinner inner CV flange thickness. We used flat washers to space out the original bolts until I could obtain and install the shorter bolts. Over 5,000 miles later I now have the new shorter bolts, but not yet installed them!

So... how does it drive now?

In a word GREAT! I had replaced everything on the front end, (except the wheel bearings), trying to get it drive right. Everything I did was an improvement but it was still a two handed drive. Passing or being passed by trucks or moderate to strong crosswinds was a white knuckle affair.

Now the Coach is a single handed drive. It basically feels very stable on the road. Paula noticed right away I was much more comfortable driving; it no longer took all my concentration to keep it on the road. The larger disks substantially improved braking which also made a big difference in driving confidence.

Several weeks after the install we did a trip to the Maritimes and New England States. We did a lot of winding, hilly secondary

roads out there and the one ton upgrade made the trip a pleasure.

Conclusion:

If you are facing the bearing service interval, or have a number of worn front-end parts, I would highly recommend you look into this upgrade. Take the funds you would have put into the old system and apply them to this upgrade.

At GMCMI Goshen Rally, Bob Drewes pointed out some shortcomings of the kits which he implemented on his coach (increased caster and improved upper ball joint positioning). I would expect the kit Vendor's to implement these improvements in the future.

Want more info:

http://www.gmcws.org/Tech/Hubler_1-Ton_Hubs_2007-09.pdf (a presentation on the how & why)

<http://www.machinesoflovinggrace.net/gmc/fortend/> (a great presentation on the installation of the Manny T kit)

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.



Winter 2012 Newsletter

Submissions for the Winter 2012 Edition of the "Comings 'n Goings" are due by 15 February 2012 to the Editor, Al Hamilton at gmchc@1000island.net.

***Enclosures: Minutes of General Meeting
In Courtland in July***

Coachless Rally Information

*2012 Dues Notice (Some
folks only)*



Holiday Greetings

Happy Halloween to all, a belated Happy Thanksgiving to some and a Happy Thanksgiving to those who are about to celebrate it !!!!!!!!!!!!!!!

