



# '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)

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 **2011**



## **From the President**

### **2012 Rally Season**

We are in the middle of this year's rallies and having a great time socially due to the efforts of our volunteer rally masters and all the others that help with the preparations, the setting up, running, and dismantling of our rallies. We have to work hard at keeping these going and plan ahead to continue the events. So far, we have three rallies tentatively booked for next year. May and July are open for a couple or group to host a rally. Do you know of a location or event in your area to have a rally??? In fact, it is not too early to look around where you live for special events or just a location for 2013. It is so much easier when there is lots of time to plan and set up a rally.

To assist rally masters there is a set of guidelines and that is just what they are – guidelines to help answer questions, not set rules. It is your rally and you can seek as

*much help as you feel you need or be innovative and do it "your way". There are a*

*few principles that we follow to help with the bookkeeping and finances:*

- a. *Rallies are self-supporting – only those attending cover the costs;*
- b. *No one will lose money because of a rally – a few times there has been a deficit – the Club Treasury covers any losses – surpluses go into the Treasury;*
- c. *When deposits are needed at a campground, bus company, etc. – the Club Treasury provides a "loan" to cover that; and,*
- d. *A \$10 "rally fee" per coach, in addition to the cost of meals, camping, tours, etc., is charged to cover incidentals such as postage, printing, coffee, or anything needed to support the rally.*



Bring up your suggestions for a rally to the Executive at the next rally or contact by phone or email. Talk it over with others and encourage those who may be a bit apprehensive. We need rallies to keep the Club enjoyable and fun for all.

Contacts :Bob Paterson 519-855-4507, Al Hamilton 613-659-3522, John Peazel 519-688-5987, John Podmore 519-846-0376

### **Wagon Master Needed**

The club is seeking nominations for a Wagon Master for the next two years. Duties include coordination of locations and dates, scheduling the needs for the club supplies trailer, and assisting with any funding or deposits required by requesting same from the treasurer. Please contact Dick Longman, chair of the nominating committee at 905-454-0551. Elections will take place at Honey Harbour, August 27, 2011.

**Bob**

### **The 2011 Rally Schedule**

26-28 August – Ross Birch & Judy Ferguson

Roy & Joan Carscadden -  
Honey Harbour, Ontario

**Information & Registration Attached –**  
**Note a change (\*\*\*\*) from the email version.**

9-14 September - GMCMI Fall Convention –  
Goshen, Indiana

### **Rallies So Far**

We were all invited to the KOA in Cookstown, Ontario for our May rally. It was a great weekend put on by John & Lou Ann Podmore and Fran & Lois Urbanski with some events prepared by Judy & Bob Paterson and Robin & Jim Hadcock. The rain was heavy at times, but it didn't slow us down. Some things were adjusted and we carried on !!! It was also great to see Kari & Irma Valanne and Ted & Carolina Krempa at their first rally, (with coaches).

Fran & Lois Urbanski set up the June rally in the rolling hills of Cayuga County, New York near Montezuma. We had a beautiful spot to circle the "wagons" and put the tents in the centre. The fish dinner, travelling Saturday to all sorts of interesting places, socializing, the BBQ, and so on made it a great rally and it was good to see some not-so-regular attendees.

### **Thanks for the Memories!!!**

For many years Lena & Dick Longman have been recording our rallies in photos and producing an annual album for all to look back on the great times we've had. There are years of photos that are available at rallies for folks to see.

At the May Rally in Cookstown, they announced that they would be retiring and handing over the job of unofficial photographer and album producer.

Many thanks for all you've done and time you've put in to record our activities and good times.



### **Change of Treasurer**

A number of the Club officers will be changing this year. The treasurer has changed already because of travel plans of the outgoing treasurer, Jim

Hadcock. The handover to Nancy Berry began at the June rally and was completed in early July. Nancy can be contacted at 613-659-3522 or [nberry@1000island.net](mailto:nberry@1000island.net).

The President, Bob Paterson, thanked Jim at the June rally for over three years of watching our funds, paying the bills, and reporting on where we stand. Good luck to you and Robin in your "new" SOB and your extended travel plans. It's good to hear you're keeping the GMC, as well.

## New Members

Welcome to Andy & Helen Spriet of London, Ontario. We hope you enjoy the club, the rallies and all there is to offer.

They joined just last week.

## 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.

## World-Wide GMC Motorhome Registry Given New Leadership

(Reprinted from the GMC Sunshine Statesmen Newsletter and with the Club's kind permission)

After 18 years of maintaining the GMC Motorhome Registry, founder, Dave Greenberg is handing over the reins to a

younger, but equally dedicated GMC owner and able administrator, John Shotwell. John, who lives in Ridgeville Corners, Ohio with his wife Patricia, has been working in parallel with Dave over the past several weeks and assumed responsibility on 1 May.

The Registry is a data base of nearly 8,100 TZE GMC motorhomes and transmodes, as well as GMCS used in commercial or municipal applications. It tracks prior owner histories, major changes in specifications, build dates, coaches destroyed, celebrity owners, original selling dealers, etc. It has often been used as a resource by new owners as well as prospective owners for most of the 18 years of its existence.

While demographic data is available for GMC clubs or others doing research, specific current owner info is generally held confidential as per request by many owners. The data is not sold, bartered, rented or leased to ensure commitments to those owners are maintained.

The Registry web site can be found at [HTTP://GMCmhRegistry.com](http://GMCmhRegistry.com) and John Shotwell can be reached at [john@GMCmhRegistry.com](mailto:john@GMCmhRegistry.com). Please contact John for more information.

I am honoured and humbled to have been chosen to carry on the fine tradition of the GMC Motorhome Registry that was conceived 18 years ago by Mr. David Lee Greenberg. The Registry has helped countless persons in their quest for knowledge pertaining to the lineage of these fine machines, and I will strive to continue in that effort. David has amassed a tremendous amount of GMC knowledge during his tenure, and with his guidance, I plan to keep this knowledge alive, and ongoing. Also, the GMC Registry web site will continue in its existence at <http://GMCmhRegistry.com>.

I want to say "Thanks, Dave" for your confidence in me! Only 4,821 to go!

John Shotwell



## 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](mailto:jdouglashammond@aol.com)

**For Sale:** Four Michelin LTX 225-75-16 Load Range E tires. Made in 2008. 16,000 kms. Stored for last year. All highway miles - no rough use. 15/32" tread depth new - three are 14/32" & one is 13/32" - 85 to 90% tread left. \$400 - Al Hamilton [akh@1000island.net](mailto:akh@1000island.net) - 613-659-3522

**For Sale:** Two GMC original frame mounted, under bumper trailer hitches. Has room for dump tube to drop between hitch supports. No modifications necessary. \$25 each - Paul Lambke - 519-443-7543

**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](mailto:jim41@roadrunner.com).

**For Rent:** Help me pay for a one-time use fixture. I bought a drill alignment fixture to drill front knuckles for grease fittings. The fixture is for rent for \$10.00. Al Hamilton - [akh@1000island.net](mailto:akh@1000island.net) or 613-659-3522.

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



## Tech Talk

### Simplified Daytime Running Lights

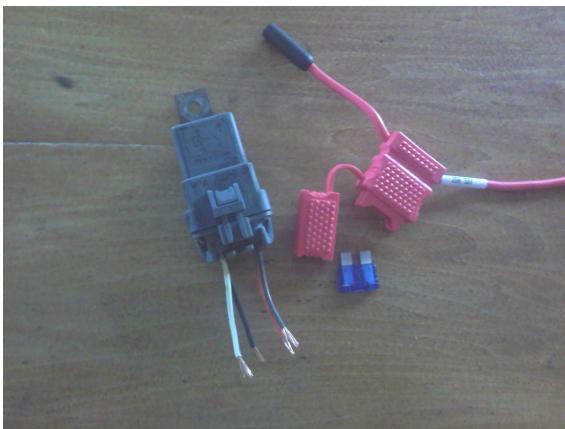
by Bruce Hislop

My coach came with the headlights wired to run whenever the ignition was ON. I liked the DRL concept, but I didn't like the fact they were ON whenever the key was ON, when the engine was not running and even during cranking.

That was a simple fix. Good news is that the whole project is cheap (less than 10 bucks) and easy to wire. The only thing different from OEM is that OEM DRL do not run the low-beams at full brightness. They use a circuit to reduce the headlight's power without using a resistor, which would create a lot of heat. When I get time I'll work on incorporating that as well, it will just go between the relay and headlights.

All you need is a standard automotive 30 Amp cube relay, a relay socket (or female spade connectors), a fuse holder and 15 Amp fuse. Get the relay style with a mounting tab for easy installation. My relay

is mounted to the ground plate under the passenger side hood.



All You Need !!

### Circuit Wiring and Operation:

Connect the common side of the relay contacts (87) through a 15 Amp fuse to the battery terminal. The normally open side of the relay contacts (30) connects to the green wire (low-beam) on the back of the headlight on the passenger side. The coach's wiring will power the driver's side lamp.

Connect one end of the relay coil (85), to the centre terminal (alternator) of the isolator. This is the change I made so that the relay was powered from the alternator and therefore, the relay was only powered when the engine was running.

Connect the other side of the coil (86) to the brown wire (high-beam) on the headlight socket. This is the wiring trick that allows the relay to switch off whenever the high beams are turned ON. The low beam filament normally switches OFF through the high-beam foot switch when the high beams are turned ON. With the high-beams OFF, the high-beam filaments are a very low resistance compared to the relay coil, so the relay turns ON with the power from the running alternator. When you turn ON the headlights on low-beam, the relay stays ON and the relay will carry most of the current.

When you click on the high-beams, 12 volts is applied to the brown high-beam wire to light the high-beam filaments. Now there is 12 volts (ok, give a volt or two) on both sides of the relay coil, hence no voltage across the coil, so the relay drops out. The low-beam power from the headlight switch is cut off by the high-beam foot switch.

### Easy Wheel Bearing Install !!

The time to pay close attention to the front wheel bearings and drive axles arrived this spring when 27,000 miles passed since they were last done. The hubs and knuckles were returned to original specifications in 2006 – (actually the knuckles were 1/1000<sup>th</sup> undersized for a tight fit). They were so tight I had to have them removed by someone with a lot more pulling power than I had with a standard puller.

When it came time to reassemble the bearings and knuckles, I was planning to take them back to the one who had the power to get them apart. Instead, I decided to try a procedure I saw done many years ago. So, the knuckles went in the oven for a couple of hours and the bearing sets into the freezer. I had my puller ready to pull the bearings into the knuckle, put the hot knuckle on the floor raised on some wood, the bearing set came out of the freezer, I wiped and cleaned as much frost off as I could, and went to put the bearing set in the knuckle – it slipped right into place – I pushed hard on the bearing races to make sure there was no space between the races and spacer. Steam came up from the bearing set and it was unmovable in less than two seconds of the heat expanding the bearing set to its normal size. I wasn't prepared for that and was lucky enough to have pushed everything together quickly.

It was back together with no force or strain on the bearings this time. I think that's a big plus for this procedure. After everything

cooled, the seals went in and the hub was ready to go back on the coach.

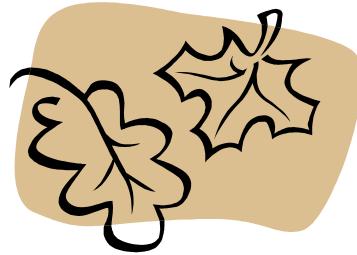
### **Alternator Protection Cable (APC)**



A recent incident, with a hard-to-find electrical problem, reminded us of the need to protect the vulnerable

dash wiring from a high voltage surge from a faulty alternator. One way to protect the coach wiring from damage and possibly a fire is the purchase and simple installation of an Alternator Protection Cable. The APC made by Gene Fisher of Oregon, is about \$20, and well worth it. More information is available at

<http://gmcmotorhome.info/APC.html>



### **Fall 2011 Newsletter**

Submissions for the Fall 2011 Edition of the "Comings 'n Goings" are due by 15 October 2011 to the Editor, Al Hamilton at [gmchc@1000island.net](mailto:gmchc@1000island.net).

#### **Enclosures:**

*August Rally Information*

#### **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.