



7MINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

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

www.gmcheritagecruisers.com



2012

The 2012 Rally Schedule

10-12 August – Erin, Ont
Daphne & Bruce Hood
See Below for Details

13-16 September – Clayton, NY
Nancy Berry & Al Hamilton
Info and Registration Attached

Wagon Master Report

by Bruce Hood, VPWM

THINK 'PAY IT FORWARD'...

I'm sure you have heard or seen this statement before – 'PAY IT FORWARD' - I first heard it when an OPP officer, actually two of them stopped one night and assisted me with a flat on our GMC – when the job was finished (one officer had worked at a tire shop before joining the Force and did most of the work!) I thanked them and their statement was just to 'Pay It Forward' – and that thought really impressed me.

So here I am asking you to 'Pay It Forward' – to step forward and host a Heritage Cruiser Rally in 2013, or 2014 as have

many before you – and kudos to the many who have already hosted 'many'!

NO 2013 RALLIES ON SCHEDULE YET....I have had chats/emails about dates and locations for next year but nothing is firm yet. Perhaps the May Rust Buster will be held at Sherkston Shores (Lois and Fran Urbanski) Also, I have put forth the idea of the July rally be held at the Air Show in Geneseo, NY.

Beyond those potentials there are 0 rallies on the sightline - so here are some ideas for you – the International Plowing Match and Rural Expo takes place in Mitchell Ontario – a lovely little community – September 17 – 21; there is the Fergus Highland Games in August (we did this before and enjoyed it); Underground Railroad Music Festival August 18 in Drayton Ontario; Hillside Music Festival at Guelph Lakes July 27 – 29;- these are just a few examples of events from our area of Ontario that one could use as a rally site. I am sure there are events in each of your areas to plan a rally around.

YOU DON'T NEED AN 'EVENT' TO HOST A RALLY – a get-together (preferably



with shore facilities but not always necessary) of our own folks sharing with each other always turns out well too.

There is the possibility of a 'NO HOST' rally – where you choose a location and date – generally a conservation area or similar where there are facilities and each one is on their own, but we camp together at one location.

So – now it is up to you folks out there – want rallies next year and beyond – step up to the call of 'Pay It Forward'!

NEW MEMBERS WHO HAVE NEVER HOSTED BEFORE (as we all were at one time) can seek assistance from the 'veteran' members in doing their planning – our first rally to be involved in there were three couples ionworking on it and Daphne and I learned from these old-timers – John and Lou Ann Podmore and Bob and Judy Paterson!

So, to both the old-timers and the newer members – do get on your thinking caps and come up with an idea of your choice for a setting for a Rally in '13 and/or '14! Contact me with your idea via email bruce@brucehood.ca; home phone 519-833-9979, or cell 289-924-9246, or carrier pigeon if you wish – just do it!

The July 2012 Rally

Our July Rally is at Essex Junction, Vermont in conjunction with the GMC Nor-Easters. We are attending the FMCA Northeast Area 20th Anniversary RV Round Up. We have a dozen GMC coaches along with eight from the Nor-Easters to join the 700 plus SOBs that will be there. We will have a display of our GMC's set up for those 'others' to see what they are missing out on! The details went out in early June to all members. Contact me or Bob Paterson if you need to know anything more.

The August 2012 Rally

The August Rally takes place in Erin Ontario on Friday the 10th 'til Sunday the 12th at the Fairgrounds in the centre of town. We held a rally here two years ago with ten coaches and had a great time.

Here's what's happening that weekend – at the Fairgrounds – Friday Farmer's Market; Saturday – Barrel Racing in the horse corral on the other side of the grounds; Optimist's Annual Rhythm and Ribfest at the Park just down the street Saturday and Sunday; Annual Show and Shine cars, trucks, tractor exhibit at the Legion on Saturday – all within walking distance of our site. Plus good shopping and eateries on Main Street; great bike trails; also - bring your bathing suit if you want to swim (at our home five minutes away)!

This is a no-host rally – you will have electricity and water available (bring quality extension cord – the electric panels are at one of two locations to service all); there is a washroom available but no shower; and we will have a tent as a 'chat centre'. Beyond that whatever is worked out amongst those who arrive will be the standard of the day! Last time we all went to the Ribfest as a group for a feed of ribs, drinks and entertainment! If all this isn't enough, do bring a book to read....The cost per GMC is \$30. (payable by cheque or cash when you arrive) plus 10 bucks per night if you want to come a day early or stay a day extra. You will need to let us know if you are coming – we can handle 20 coaches comfortably.

Your non-hosts Daphne and Bruce Hood (and Faro and Cuddles!)

The September 2012 Rally

*Lastly, is the trip on the weekend of **September 13th to 16th** to Clayton, New York where Al Hamilton and Nancy Berry*

will be our hosts. Clayton has a reputation for being one of the quaintest towns in the 1000 Islands. A tour to the largest fresh water boat museum in the US, with over 200 exhibits, is planned as well as our own boat tour. See the attached Information and Registration Page.

Because of the small campgrounds in the area, we will be limited in number attending and have to double up on sites, as was explained in an email a few weeks ago. Also we will have to ask only GMCs attend. See the attached Information and Registration Page for more detail on the rally.

Rallies So Far

May Rally



In May, we gathered near Leamington, Ontario to start off the season with a great rally hosted by Judy & Bob Paterson, with assistance from Lou & Mike Barton. It is a beautiful area and May is when the many varieties of birds pass the area on the migration north for the summer. The food was great and breakfast on Sunday morning was prepared by some not-so regular cooks in honour of Mother's day. Thank you for all the work and set up you did for the rally.



June Rally

In June it was back to the Fleetwood Country Cruize In near London, Ontario. Trish & Phil Nau, with help from Jean Price and Fred Perkins, organized the rally at Canada's largest Car Show. It went very well and all had a great time. There was some rain and wind and even a bit of mud to contend with, but the spirits remained high and everyone left with great memories of the Plunket Estate for the second time.





When I grow up, I want to be a GMC !!!

June rally \$660 was approved to purchase two used fabric tops for the Club shelters. The shelters were new 12 years ago and the fabric has deteriorated over the years. One especially is beyond repair. The two used ones are in excellent condition and are now in our possession.



Chapter 2013 Dues

Our Treasurer, Nancy Berry, will start collecting the 2013 dues at the summer rallies. That is so you don't have to mail it to her before 1 January 2013. The 2013 dues remain the same at \$20 US or Cdn.

Smart Phone Apps for RVing

More and more people are carrying the "smart" phones, tablets, etc., and thousands of "apps", (applications) are being produced for them. There are some that are specifically for the RV community. Not all are available for all platforms. Some are written for iOS for iPhone, some for Blackberry, some for Android, some for Windows, and many are available for all.

As an example, there is an app for locating TV satellites that makes the process much easier. There is an app that makes it easy to contact Good Sam's Emergency Road Service that sends your location to the service as you are calling. The Trailer Life Camp Ground Directory is available now for iPhones and will be available soon for Androids. Yet another app will show all services at a specific US Interstate exit.

If you know of an RV related app, please pass it on so it can be shared with others.

General Meeting Items

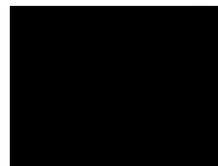
The Chapter held meetings at both the May and June rallies. There was also an Executive meeting at the May rally. At the

No Email Address !!!

More and more emails are being sent to our members now than ever before. It still is only eight to ten a year, but sometimes it is a change to rally details just a few days before it begins. Those without Internet access and email should consider asking a friend or relative to receive emails for you and print or pass them on so you are kept informed.



Classified



For Sale: 1977 Royale side-bath, well-maintained, new paint, recent frame replacement, Paterson engine, rebuild transmission, 108,000 total miles, 3.70 final drive ratio, interior refurbished. \$29,000 – Gary Hemstock – 705-292-8127 or ghemstock@hotmail.com.



For Sale: A limited amount of new LED red and amber clearance lights, sealed, same shape as original, \$8.25 each - contact Phil or Trish Nau 519-675-0582 or naure@sympatico.ca.



For Sale: Blue Ox Aventa folding tow bar, stays on rear of RV. Brand new, has 2 1/2" receiver, \$550 - call Phil or Trish Nau 519-675- 0582 or naure@sympatico.ca

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



TechTalk

Battery Charging, Isolator vs Combiner, Whats the Difference?

By Bruce Hislop, VP Tech

Our coaches have two battery systems, one for the engine and the other for the "house". Ideally, we want a charging system that will charge both batteries, but will not allow one system to discharge the other.

The OEM electrical system of the GMC used an **Isolator** to charge both batteries while the engine is running, yet "isolated" the two batteries when the engine was off.

This would prevent lights, etc. in the house from discharging the engine battery.

An isolator is simply two one-way electronic "valves" called diodes. A diode lets power flow in one direction, but not the other. So by connecting the alternator through one diode to each battery, power is allowed to flow to each battery from the alternator for charging, but power cannot flow back from one battery to the other. This works great for charging two batteries from the engine, but what about charging from shore power? Your power convertor can charge the house battery, but the engine battery is isolated by the "isolator"!

Enter the **Combiner**. The Combiner is a more sophisticated piece of electronics that works in a simple way. When a lead acid battery is not being charged its voltage sits about 12.5 volts or so, but while charging, the charger will put about 13.5 volts to the battery. A combiner works by monitoring the voltage of the two battery systems it is connected to. If it senses a voltage of approximately 13 volts or higher on either battery, it will assume that battery is getting a recharge and it will connect both batteries together allowing the second battery to recharge as well. Once the battery voltage drops below approximately 12.8volts, the combiner assumes the charger has been disconnected so it disconnects the two batteries, thus preventing any discharge to the opposite system.

The combiner can therefore charge both battery systems from either the engine or shore power. So why not toss the isolator and use a combiner? Well you can actually, but there are some advantages to keeping the Isolator and using both.

- The alternator terminal of the isolator provides:
 - An "engine is running" power source:
 - Since the alternator only provides power when the engine is running and the isolator prevents battery power from flowing

back to the alternator terminal when the engine is OFF, this terminal can provide power to things like electric choke and electric fuel pumps which you want to stop when the engine quits.

- A power source that has a slightly higher than battery voltage:

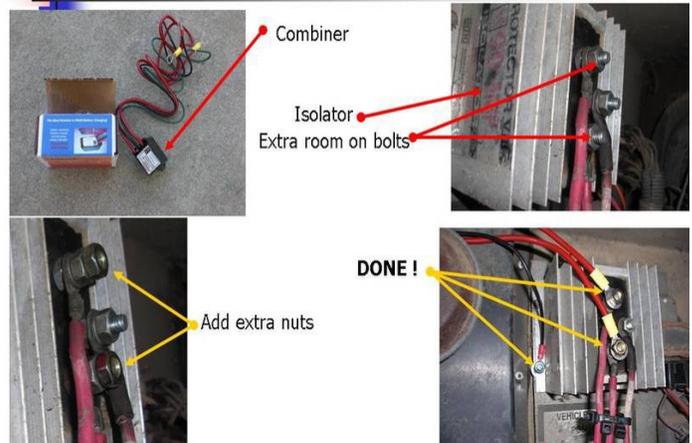
- The diodes in the Isolator have a voltage drop across them of approximately 0.7V. Therefore, the alternator output must be 0.7V higher than the desired charging voltage. This higher voltage has been used by some to make their headlights a tad brighter and the heater motor to blow a bit harder.

As you can see these characteristics are very useful and fortunately using both makes it easier to install the combiner. Simply attach the battery leads from the combiner to the battery terminals of the Isolator and connect the Combiner ground lead to ground. Mount the combiner and you are FINISHED!

Gene Fisher, a GMCer from Oregon produced an excellent 10 minute combiner installation photo below. More photos and information are at:

<http://www.gmcmhphotos.com/photos/combiner-to-diode-isolator/p24994-adding-a-combiner-to-a-stock-diode-isolator.html>

10 Minute Combiner Install



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.

Fall 2012 Newsletter

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

Enclosures:

September Rally Information
& Registration