



# 7MINGS '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)

Spring 2012

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## President's Notes

Hi folks: Only a few days away from our first mobile rally of 2012, and I trust you have all spent the time to go over your coach. For units of our age, it takes discipline to check all the items before we head out on the road, but your trip should then proceed without unexpected delays.

Judy and I are looking forward to seeing as many of you as possible this summer, as our 'big trip' will not be until mid October, so we plan to attend all our rallies this summer.

Cheers,

**Bob**

## The 2012 Rally Schedule

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

31 May – 3 June – London, Ont –  
Trish & Phil Nau  
Jean Price & Fred Perkins

**Rally Registration & Information is attached.**

19-22 July – North East Area Rally  
Essex Junction, Vermont  
**Rally Registration & Information is attached.**

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

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

## The May Rust Buster

The Patersons' and Bartons' are co-hosting the Rust Buster at the edge of Point Pelee (Leamington), on the weekend of May 11-13; just in time for the migratory birds returning to Canada. The registration and information were disseminated a few weeks ago and are on our web site.

## June Rally

The June rally is to be held at the Plunkett estate Cruise-In and will be similar to 2010.



It will be dry camping with few formal rally events.

## **Wagon Master Report**

by Bruce Hood, VPWM

Well folks, on the **weekend of May 11<sup>th</sup> thru 13<sup>th</sup>** we will be off to Leamington Ontario for our first rally of the year, our 'Rustbuster' with Mike and Lou Barton and Bob and Judy Paterson hosting us in another unique setting near Point Pelee National Park – a place I have always looked forward to visiting!

Then we follow that up with Trish and Phil Nau and Jean Price and Fred Perkins inviting us to London on the **weekend of May 31<sup>st</sup> thru 3<sup>rd</sup>** to the Annual Fleetwood Country Cruize-In – info is attached for this great weekend when Frankie Valli and the Four Seasons will be there to entertain – whee!

Then **July - 19<sup>th</sup> to 22<sup>nd</sup>** - another brand new setting when we join with the GMC Nor'easter's Club to hold our rally at the FMCA Northeast Area 20<sup>th</sup> Anniversary Rally at Essex Junction, Vermont. There is info provided herein and we look forward to a good turnout of members. For the new members it will be a chance to hear and see Bill Bryant who has just about all the info there is to know about the background history of our unique GMC's.

The **weekend of August 17<sup>th</sup> to 19<sup>th</sup>** it's back to Erin for the Annual Music and Rib Fest that we enjoyed a couple of years ago. Daphne and your Wagon Master are the organizers and the only fee you have to pay is \$25 per night to stay at the fairgrounds. There is electrical available – bring your extension cords – this is the site where they have their midway rides and have central outlet boxes and there is water but no sewage or dumpsite so come prepared with

an empty holding tank! There is a washroom available also.

Lastly, is the trip on the weekend of **September 14<sup>th</sup> to 16<sup>th</sup>** 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. It has a boat museum with over 200 exhibits that is second to none anywhere.

## **Next Year!!**

**And now for next year** – the summer of 2013 – we need YOU to come forward to offer to host one of the five monthly rallies. As of now the dates are wide open, so hurry and get your questions/request in to me – your Wagon Master at [bruce@brucehood.ca](mailto:bruce@brucehood.ca)  
Thank you.

## **Chapter Membership List**

Enclosed is the latest Membership List. Please check that all your information is correct and if there are errors or changes, send them to [gmchc@1000island.net](mailto:gmchc@1000island.net). Also to protect other members, destroy any old copies.

## **2011 Financial**



## **Statement**

The final Financial Statement for 2011 is attached from the Treasurer, Nancy Berry.

## New Members

Ross and Darlene Hallman from Baden, Ontario just joined the Chapter. Welcome to you both and we hope you enjoy all the Club has to offer.

Joe & Irene Brinkman of Morpeth, Ontario just joined us in April. Welcome to you also. Hope to see you at the first rally of the season.

Jean-Francois & Huguette Roy from L' Ile-Perrot, Quebec joined just last week with their 23-foot Glacier. Welcome to the Club. Join us as soon as you can for your first rally !!!



## Classified



**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](mailto: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](mailto: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.*



## Tech Talk

### Our Final Drive

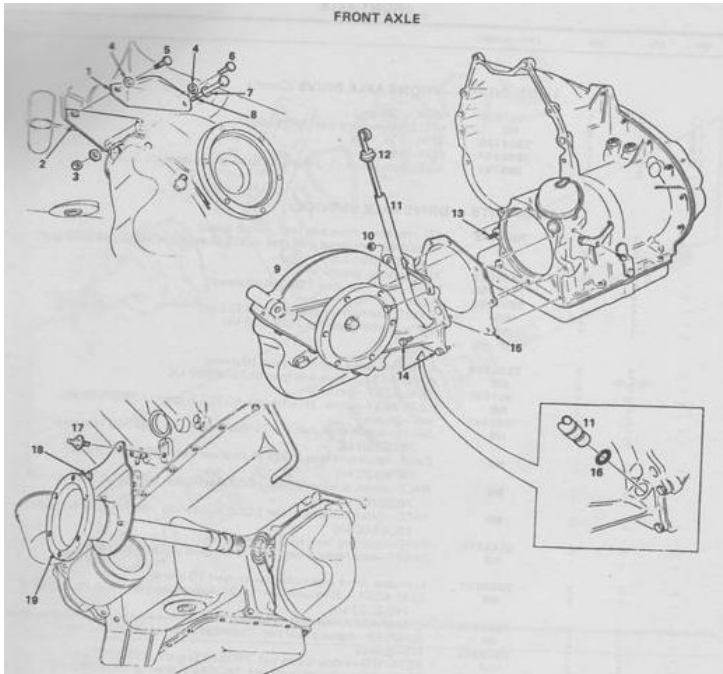
The Final Drive on the GMC is akin to the differential of your car. Its job is to turn the rotational power from the transmission 90 degrees and apply this rotational torque to the front axles to drive the wheels. It can provide this torque to the front wheels at different speeds, if required, to allow for turning corners. It also provides for the final gear ratio from the engine to the front wheels (3.07:1). It does all this very efficiently with a simple set of gears.

The Final Drive requires very little maintenance. There is an oil fill plug on the driver's side of the cover from which you also check the level. Checking the level at the beginning of the camping season should suffice as long as you watch for leaks during the rest of the season. The oil used in the final drive is fairly thick gear lube so leaking gaskets are usually not a problem. The oil change interval for regular gear oil is 12,000 miles. Many GMCers extend that mileage when using today's synthetic gear oil. Synthetic oils keep the temperature of the final drive lower which can only help to lengthen the final drive's life.

### Troubleshooting.

While relatively problem free, our GMC's are over 30 years old, gears and bearings do wear out. The Final Drive gears are not absolutely quiet. Gears tend to make a whine sound but should not be noticeable over the background noise of the Coach. Bearings are quiet, but will make a

“growling” noise when there is trouble. Rule out other sources (water pump, alternator etc) before suspecting the Final Drive. Don't forget there is a sealed hanger bearing on a stub axle on the passenger side.



**Diagram of Attachment Points**

**Final Drive Ratios:**

The Final Drive also sets the lowest overall gear ratio between the engine and the drive axles. The standard 3.07:1 that the GMC came with is a very low numerically considering the weight of the motorhome. At that time, cars fitted for towing generally came with 3.70:1 and Camper Special pickups had 4.10:1 or higher.

The engine should be within its torque band at the highway speed you like to drive at. For the 455 that's around 2500-3000 RPM. From the chart below you can see why your Coach likes to hmm along 70-75MPH! Here in Ontario where the Highways are 80kms/hr (50MPH) my coach feels like its lugging. It's not happy till its running 100-110kms/hr. If you are looking for more get-up and go, from my reading 3.55 is a good choice and 3.70, if you tow a lot or drive in the mountains.

**This Thing is Heavy!**

I found this jig on the 'Net for making a de/re-install of the final drive a bit easier using a floor jack.



**Upgrades:**

Besides changing the ratio, a cast aluminum cover is available from Ragusa. It has some cooling fins and a drainage plug to make changing the fluid easier.

Also, a limited slip differential is available. This might be a worthwhile upgrade if you have ever been stuck with your coach!

**ENGINE RPM at ROAD SPEED**

Final Ratio	RPM at 50MPH	RPM at 55MPH	RPM at 60MPH	RPM at 65MPH	RPM at 70MPH	RPM at 75MPH
Original	3.07	1900	2090	2280	2470	2660
	3.42	2125	2350	2550	2760	2980
	3.55	2200	2420	2640	2860	3080
	3.66	2274	2500	2730	2955	3183
	3.7	2300	2530	2760	2990	3220
	4.1	2500	2750	3000	3250	3500

Above figures were derived from various methods.  
Tires: 8.75 x 16.5 or 225/75 x 16

**Finally:** (I made a pun!)

Your Final Drive should have a long happy life if you:

- Check its oil level annually.
- Watch for leaks.
- Change the oil on a regular basis.
- Check the 12-point bolts on the axle flanges regularly.
- Listen for new “whining” or “growling” noises and troubleshoot them quickly before major damage occurs.

**Here’s an Example of What Can Happen !!!**

by Bruce Hood

Last summer I had a mechanic take a ride with me in our GMC to ‘listen’ to a howl that showed up when I stepped on the gas pedal. He said not to worry as it is probably just the bearing being a little worn.....

So....a few weeks later I was driving to an event and got about 2 miles from home when going up a slight grade it started to over-rev – I looked down and saw the speedometer had dropped back to zero. I pulled over to the side of the road. I stepped on the gas slightly and it moved ahead. So I turned around and was able to make it back home very slowly. When I arrived in my driveway there suddenly was a pile of oil of some kind dripping rather quickly from under her.

Well, good friend and GMC knowledgeable, Bob Paterson and I checked it out and came to the conclusion it needed a GMC transmission expert to tend to it. So to conclude I had it towed to a tranny shop that specializes in many types of transmission and has worked on our GMC kind – as complicated as they are!

It turned out the final drive had run dry and the bearing and seal broke down and then the shaft affected the seal and bearing on the connection to the transmission. It was repaired by expert hands, and I will not disclose the cost of repair here as I don’t want Daphne to know.....safe to say we didn’t go on a cruise this past winter though! So do check the level of fluid in your ‘final drive’ as well as in your ‘tranny’!

**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.**



Submissions for the Summer 2012 Edition of the “Comings ‘n Goings” are due by 15 July 2012 to the Editor, Al Hamilton at gmchc@1000island.net.

**Enclosures:**

*June Rally Information  
& Registration*

*July Rally Information  
& Registration*

*2011 Financial Statement (Members Only)*

*Membership List (Members Only)*