



COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

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

www.gmcheritagecruisers.com

Fall
2015



**From the
President**

This sure was a great rally season! It seems to have covered most of the Chapter's advertised area. Many thanks to all. Welcome, again, to our new members. Don't hold back your stories from the road. To our snow birds, have a safe trip. To the homebodies, stay warm and safe.

In closing, I want to thank the membership for their vote of confidence re-electing me to this post. I will try to fulfill my campaign pledges of a chicken in every pot, a car in every garage and no new taxes !!!!

See you soon, God willin' and the creek don't rise. SPRING is only five months away!

Yours truly,

Fran Urbanski



Rallies This Year

July - We all gathered at Ernie & Cindy Dankert's near Spencerport, NY for a great time, work on some coaches, good food, and some new members joined the Club. Many thanks to Ernie & Cindy for a wonderful time and opening up their home to us all.



The Hosts



August - We went back to Watkins Glen, NY under the guidance of our hosts Lois & Fran Urbanski. It was an active time with a boat cruise, hiking, shopping, and, of course, socializing. Thank you Lois & Fran for a great rally.



The Hosts



Bob's B day !!!



including new nails for the ladies. Thanks go to Ginette and Dan for a lot of fun in a great location.



First Rally !!

Flags are up !!



The View from Above !!

The Tech Session



September - We all had a wonderfully, busy time at a conservation area near Petrolia, Ontario. Dan & Ginette Stuckey arranged tours of the oil fields, music at dinner time, and tech sessions for all

First Rally



Nails for the Girls !!



Beautiful Campground



Thanks to Charlie for a Great Tour !!

2016 Rallies

The 2015 Rally Season went by in a flash. It was great to see those who attended and

we truly missed those who couldn't for what ever reason. If you were unable to attend any rallies this year, think about coming to the coachless rally in Niagara Falls, 5 - 7 February, hosted by the Podmores and Urbanskis. There's no better way to give old man winter a kick in the pants and rekindle old friendships again. If you're a new member of our club, I highly recommend it. Mary and I haven't missed a coachless rally since joining the Heritage Cruisers.

The Rust Buster will be in May at the KOA in Cookstown, Ontario and will be hosted by Bob and Judy Paterson. Cookstown holds a special spot in our hearts. It's where we bought our coach and made a bunch of friends.

The Elvis Festival in Tweed hosted by Jack and Pat Elzinga will be the spot for our August Rally. Get all shook up with Jack's European Breakfast.

Hosting a rally is not hard and there are lots of willing hands to help. Us old geezers are pretty easy to entertain. Nothing easier than Pot Luck and Hots and Hams are as good as Steaks when enjoyed with your friends.

I'm putting away our coach in the next couple of days and I'm already thinking of next year. So folks keep your forks for the best is yet to come.

John Peazel, VP Wagon Master

New Members

At the July rally three couples joined the ranks of the Heritage Cruisers. Dave & Michele Seravti of Rochester, NY, Scott & Vickie Johnston of Plattsburgh, NY, and Bob Evans & Linda Tsardaka of Rochester,

NY were welcomed into the fold. It is great to have you part of the Club. At the August rally Carl & Mary Beth Schmolinski of Bancroft, Ont liked what they saw and became members also. Just before the September rally, Paul & Pat Harild from London, Ontario joined and attended their first rally in Petrolia. We hope you all enjoy all the Club has to offer and we see you at lots of rallies.

Club Election Results

In August, the bi-annual Club elections were held at Watkins Glen. Here is the list of the Executive and other officers for the next two years.

President - Fran Urbanski;
VP Technical - Bruce Hislop;
VP Wagon Master - John Peazel;
Treasurer - Nancy Berry;
Secretary - The Pikes;
Web Master - Bruce Hislop;
Historian - Cliff Pike;
Non-Tech Coordinator - Linda Foldy;
National Director - John Evans;
Alternate National Director- Dick Longman;
Editor & Membership - Al Hamilton

Nominating Committee - Roy, Bob, & Al



Tech Talk

by Bruce Hislop, VP Tech

When I first got my GMC, the air suspension took forever to pump up. My system in our 77 Palm Beach is an

Electrolevel I with a Dana air compressor. I was able to buy a rebuild kit for the Dana which brought it back to life, although it was still on the slow side. Now seven years later, the air compressor has slowed to the point where it never hits the high limit cut-off.

I had looked at the Viair compressors over the years but I couldn't justify the cost. Now I needed one but the Canadian dollar had fallen against the US buck and the cost was even higher. Al Hamilton pointed me to a clone of the Viair 480, the VoltAirMaxx 480. The cost on Ebay was \$116, plus shipping. They take care of the Custom's clearance paperwork which brought the cost to \$150.95, still was much less than the Viair unit.



This compressor looks and feels substantial. It comes with a stainless braid hose with built-in check valve and 1/4" NPT fitting. The power wires have lugs already attached which fit directly to my ground and power connection on the pressure switch. It fits neatly in the space where the old compressor sat.



First observations versus my old Dana:

-Quieter and smoother

-If bags are at ride height so the compressor is just filling the tank, it goes from zero to 120 PSI in about 20-25 seconds.

-If my bags are empty with the coach sitting on stands (about 1.5" above ride height) it takes about 2-3 minutes to fill the tank and bags to raise the coach off the stands. This used to take close to 10 minutes.

So far, so good. Time will tell how this less expensive option stands up.

A tip for coaches with the compressor in the rear. The OEM wiring brought power from the ignition switch though 20+ feet of wire to the compressor. The high current the compressor draws dropped about 1.5 volts through this wiring. I recommend changing the wiring so that power to the compressor is taken from the house battery (in my case the house wiring panel is in the cupboard just above the compressor). Use the OEM wiring to power the coil of the relay. This will give the compressor full battery voltage and relieve the ignition switch of the 20 amps or so of current required by the compressor.



Ride Height Control Valve

I also found one of my ride height control valves was leaking. Unfortunately, it had been changed to an aftermarket valve with no markings on it. Thanks to Google I was able to determine it was a Hendrickson VS-277 valve. I was able to purchase it in-stock locally at a truck repair garage for \$80.00Cdn.



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.



Membership Dues for 2016

That time of year has come once again. The Chapter dues for 2016 are payable by 1 January 2016. Earlier is better !!!

Complete the dues enclosure and mail it with your dues in either US or Canadian funds to our Treasurer, Nancy Berry. **Check carefully who the cheque is to be made out to. It is different for US & Canadian funds. The cost of dues is \$12.00.** If you have paid the 2016 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.

Your Rally Photos

If you have rally photos that you would like to share, send them to Cliff Pike, the Club

Historian, so they can be included in the archives, digital edition.



Classified

For Sale: 1978 GMC Royale, gray with red stripe. Located in Orillia, Ontario. The coach has a central bath room with shower separate, there are twin rear beds with a table that fits in the middle for card playing or for making the bed into a king size bed, the engine was rebuilt when we purchased 15 years ago, and has been kept in good running order since then, new air bags, and extra, rebuilt transmission last summer, has not been used in 8-9 years. As for mileage I would guess at 200,000 miles, we believe it came originally from California (this from the previous owner). All of the manuals come with the coach. We are asking \$11,500 - Leslie Welfare - 613-840-5312 or lesliewelfare@gmail.com

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



2016 Newsletter

Submissions for the Winter 2016 Edition of the "Comings 'n Goings" are due by 1 February to the Editor, Al Hamilton at akh@1000island.net.

**Enclosures: 2016 Dues Reminder
(Some Members Only)**

**2016 Coachless Rally Information
(to be forwarded later by email)**



**Happy Halloween
to Everyone!!!**