



COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

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

www.gmcheritagecruisers.com

Spring

2020



From the President

This is certainly an extraordinary time ! Already, we have had to cancel three of our upcoming rallies ! While we are all pretty sad about this, we all can agree that canceling was the right thing to do for the safety of all of us.

All we can do is keep busy with any preparations we can do from our homes, and hope that the Covid 19 virus will soon be tamed. It's very hard not knowing how to plan or what to expect. We are all used to being in control, but now we are not.

Let's all just keep in touch and be ready when this is finally over. Please be careful and stay well.

Lois



Rallies 2020

May – Cancelled

June – Cancelled

17 -19 July – Belleville, Ontario – Jean & Lorne Hawley – **Info & Registration Attached**

13 - 16 August (rescheduled) – Rideau Acres CG - **Info & Registration Attached**

4 - 6 September - Balloon Festival – Cancelled

2 – 4 October – Rockwood Conservation Area – Urbanskis - **Information Attached**



Note: Some members will be attending the Elvis Festival in Tweed, Ontario – 28 - 30 Aug. There is a possibility that it will be cancelled like so many other events this summer.

From the Wagon Master

Hi Cruisers, the world has sure changed since our Coachless Rally in Niagara Falls. I am so grateful to those members who stepped forward to host rallies only to have their plans squashed by the coronavirus. The age of our club members makes us extremely vulnerable to the virus and our Executive takes this very seriously.

It's unusual to have our Rust Buster in July and no doubt different rules will be developed to ensure everyone's safety as this situation unfolds. Since campgrounds are our usual destination, we are at the mercy of owners of these campgrounds and their efforts to manage this outbreak as it relates to their operations. At this time of great uncertainty do all the things that keep all of us safe. Masks, gloves, social distancing and self isolation are the things that are going to get us over the hump.

Let's show everyone that we Baby Boomers are the smartest generation.

John Peazel - Wagon Master

Returning Officer's Report

Hi all, I am submitting this short report on the results of the vote to separate from FMCA and become a separate not-for-profit organization.

- Our club currently has 50 member families which include 95 individual members.

- 37 members submitted their vote via email or snail mail which is a 38.9% turn-out, quite a reasonable response.

- Of those members who voted, 32 or 86.5% of them voted to separate from FMCA while 5 or 13.5% voted to stay connected.

Please remember that these results do not mean YOU must disconnect from FMCA, you are more than welcome to stay members and gain all the benefits that you enjoy. It just means we now have clear direction from our membership to formally move forward with the separation process and Heritage Cruisers members will not HAVE to be FMCA members. Your executive will use this to guide them as we continue along this process. Thanks to all those who participated.

*Steve Lill - Chief Returning Officer,
Heritage Cruisers*

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. Also to protect other members, destroy any old copies.



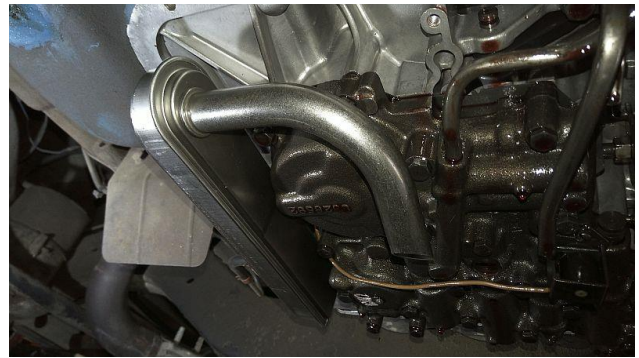
Tech Talk

by Bruce Hislop, VP Tech

Time to service the Transmission.

When was the last time you serviced your transmission?? The TH425 transmission in the GMC is subject to "severe service" and so the service period is shorter than if it was used in the Toronado automobile. Mine was overdue for a fluid and filter change. Also my shifter shaft was leaking so I wanted to fix that as well.

Transmission filters are made overseas and the tolerances can be sloppy. I ordered a Wix 58882 filter kit which also comes with a rubber pan gasket. The output tube measured the required 0.75" diameter. On some brands the output tube is too small and will leak air into the transmission pump... not a good thing!



New Filter Installed

Unlike most GM transmissions which use a seal for the shifter on the outside of the transmission, the TH425 has an internal O-ring on the shifter shaft. From Manny Trovao I found the O-ring was an A012 9.25x1.78mm (0.364ID x 0.500 OD x 0.070") which crosses to Spaenaur Nitrile318-A08-1X.



Shifter Shaft & Seal

The new pan gasket will be bunched up in the box. For easier installation, remove the gasket from the box a couple days before you plan to do the job. Place it on a flat surface so that it will flatten out.

I have a Ragusa cast aluminum transmission pan with a drain plug which allows you to drain the

transmission fluid before removing the pan. With the standard press metal pan you need to be ready with a large drain pan to catch the oil when you loosen off the pan bolts. Be aware the torque converter leaks down most of its fluid when the coach is sitting. I measured 9 litres of fluid that came out of mine. The Ragusa pan holds about 2 additional litres (approx. 2 US quarts) so be prepared to catch about 8 litres (2 US gallons) of fluid with a standard transmission pan.

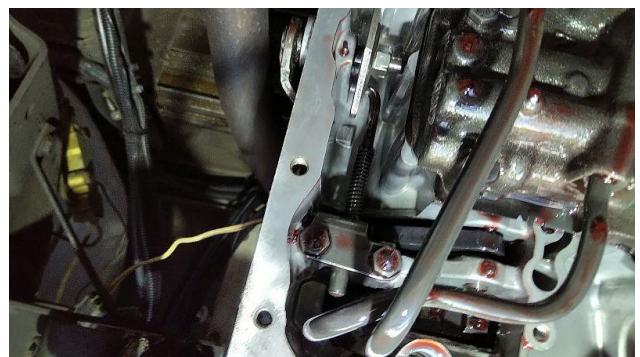
Check out the residue in the bottom of the pan for pieces of clutch material or metal bits that may indicate you should consider rebuilding the transmission.



Transmission Pan Residue

If like me, you have a leaky shifter shaft, it's an easy fix, but the instructions are hard to find. Feel free to contact me if you need detailed instructions, but here is the Cole's Notes version. Remove the spring finger holding the selector roller. On the internal end of the shifter shaft, remove the nut that retains the gear detent disk. Tricky part is next... there is a pin driven into the case along side the shaft to hold the shaft in position. Manny told me to grasp the pin with a pair of vice-grips, then use a small pry bar to pull against the vise-grips and pull the pin out. This allows the shaft to come out. The O-ring crumbled when I tried to remove it, no wonder it was leaking. Manny told me that many transmission rebuilders don't bother to replace this part, so it might have been over 40 years old!

Reassemble in reverse order. The detent disk has a pin that fits into the shift valve, so make sure you have that lined up when tightening the shaft nut. Tap the retainer pin back into the case.



Shifter Shaft & Retaining Pin Installed

Note the position of the old filter before removing it. When installing the new filter, it is advisable to add a second O-ring onto the filter outlet pipe. Take the O-ring from the new filter to an auto store or industrial supply to match it up. You want a Nitrile O-ring so that the oil does not affect it. With both O-rings installed, position the filter and push it up in place. You should feel the tube with the O-rings slide into place.

If you have a Ragusa pan, replace the nylon washer on the drain plug. Otherwise it is likely to leak a bit like mine did. If you have a stock pan, check the mounting holes in the pan to be sure they are flat, otherwise tap them back flat. I used a bit of gasket goo on the pan side to stick the gasket in place. Re-install the pan and torque to spec of 12 ft-lbs.

I also found the dipstick tube bracket had broken off and left a couple of holes in the tube. This was allowing fluid to escape and run down onto the transmission case. To seal the holes in the tube, I used a 3M electrical cable shrink tube called "Cold Shrink". It's like heat shrink tube but does not require heat to shrink it. I also replaced the O-ring on it as well.



Repaired Dipstick Tube

Refill the transmission with the same amount of fresh transmission fluid that you removed. Restart the engine and check the dipstick. With a cold transmission it should be low, near the add mark. When the transmission has warmed up, check again per the manual instructions. Add fluid to bring the level to the full mark while hot.

Transmissions can be finicky so if you are not comfortable or do not have the tools or expertise, take your coach to a reputable service facility to have the work done.

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. Cliff takes lots of photos at rallies and you can see them at: <https://www.flickr.com/photos/133356126@N03/albums>. There is also a link to the rally photos on our web site.



Classified

For Sale – There one Story Board left from the last printing. It is \$39.55 Cdn. Allan Hamilton - akh@1000island.net.

For Sale - New, never installed, GMC holding tank for sale, Ardemco model GMC-1. <https://ardemco.com/gmc-1-waste-tank/> Bruce Hislop – 519-274-2000 – bhislop76@gmail.com



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

Summer 2020 Newsletter

Submissions for the Summer 2020 Edition of the “Comings ‘n Goings” are due by 15 July to the Editor, Al Hamilton at akh@1000island.net.

Enclosures:

July Rally Registration
August Rally Registration
October Rally Information
Membership List