



COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

www.gmcheritagecruisers.com

Winter 2026

From the President



Greetings Cruisers,
We're in the thick of winter now and I hope you're all finding a way to enjoy the beauty of the winter season.

Through the fall I was able to complete part of my interior cab renovation project before I had to put my coach into storage for the winter. Most of the parts I need are now on-hand including the replacement dashboard and side covers as well as the new MacDash instrument panel. I still have to source the new front seats out of an Odyssey wreck somewhere. My intent is to restart work sometime in April as soon as weather permits.

Just a reminder we still have a few open rally slots for the 2026 season. Remember the financial incentive whererally masters fees are 100% covered by the club. I've hosted a few times and it really isn't that hard. The club would be truly grateful for your efforts.

In closing, do your best to stay warm for the remainder of the winter and at the same time, keep on dreamin' GMC motorhomes.

As always, I can be reached direct at lipsettgreg@gmail.com or at 416-200-5172. Reach out anytime.

Greg Lipsett, President



*Cliff Pike, VP
Wagon Master*

I hope everyone has had a good winter and enjoyed their Christmas Holidays. Too much snow here for my liking. Here is our 2026 rally schedule:

Coachless Rally: Nothing scheduled.

May Rustbuster: Nothing scheduled.

June: Mark St. Martin and Wendy Harry in the St. Thomas area. Date to be determined.

July 7 -19: Lorne and Jean Hawley at their place near Belleville.

August 21-23: Jim and Nancy Hamilton in the Kincardine area. Details to come.

September: Nothing scheduled.

So, we seek hosts for a few rallies this year. Now is your chance to take on one of these so we can enjoy a full slate of rallies for 2026!

The Coachless Rally traditionally has taken place at the end of January, but the last few have been held in March when the weather has been a bit better. It's the hosts choice.

So, please let me know which of these you would like to host. Details can be added as your plan progresses.

To see past event pictures, follow this link to: [Cliffs Pics](#)



Winter Tech Talk - Bruce Hislop, VP Tech

We hear a lot about our GMCs needing repairs, there is always something going wrong. People are quick to report the bad and rarely mentioning the good, so here is some good news instead.

Most of you know that Paula and I along with Jim & Gudrun Owens, Cliff & Penny Pike, and Greg & Donna Lipsett took our GMCs on a one month trip to Newfoundland covering about 4,500 miles (7,200Kms). I will document here

our breakdowns.

First everyone made sure their coach was in good running order. Chassis lubed, oil changed. Etc.

Our first incident occurred when Cliff & Penny's coach failed to crank after a quick stop for a leg stretch. Jim & Gudrun were still there and between them they were able to get Cliff's coach restarted. The charging voltage to the chassis battery was good, so his battery was failing. Shortly thereafter in a moment of not thinking, Cliff shut his engine OFF while at a scenic lookout. We were able to use his generator to recharge his batteries enough to get the engine started again. When we got to the campsite, Cliff took his toad into the Canadian Tire store in North Sydney and purchased a new battery. Easy fix.

Next issue was not a GMC coach issue, but Jim was having issues with his toad (Corvaire car) pinging excessively when climbing hills. He needed to retard his ignition timing, but who would have a timing light? Well of course I did... what GMCer would not carry an engine timing light! After a few adjustments his Corvaire was happy.

Next problem came up with Greg & Donna's coach. They reported that their engine would randomly shudder at highway speeds. We opened their engine hatch to take a look. We found a wire from his EFI system that was not being used. It was tied off, but there was

enough wire hanging that the connector could randomly short to the engine block which caused the stumble. I taped up the connector and added another tywrap to insulate it.

After crossing back to the mainland, Paula and I were following Greg and Donna. I remarked there was a strong smell of gasoline. Greg and Donna then radioed that they needed to stop for gas again. I thought that was strange because we had refuelled not long ago and I still had plenty of gas. The gasoline smell was definitely coming from Greg & Donna's coach, so they pulled over in the gas station parking lot after refuelling. After seeing no leaks we decided to connect the laptop to his EFI system. It was reporting the exhaust was very rich while the EFI system was trying to lean the mixture. That pointed to a faulty O2 sensor which Greg happened to have a spare. We changed the sensor and were on the road again in about 20 minutes. Due to the position of the O2 sensor, we concluded that it was damaged when we hit a very nasty pothole earlier that morning.

I had one issue with the Murray. I noticed my transmission was spitting fluid out of the top of the dipstick tube. The transmission was operating fine otherwise, but I had to add a total of about 1/2 litre by the time we got home. Later at home I discovered the dipstick was not sitting properly in the tube. There is a seal under the

cap at the top of the dipstick which is loose and tilted on mine preventing the seal from doing its job. Now that I know this, I am more carefully to line it up to line it up to seal correctly.

So all in all it was near flawless trip We did not have any major breakdowns with the four 50 year old GMC's across 7,200 Kms (nearly 30,000Kms total driven). I'm not sure four new coaches would have had less problems.

Member News:

Camper in the snow

Bev and Gary Van Dyken sent this note and picture.

Wendy; Our camper is in Highgate for some suspension work and when we were visiting to drop off parts the shop had Jean Price's GMC in for a safety certificate for the new owners.

We are hoping to find out their names to see if they would like to join our group. If anyone else has information, please let us know.



In Memory of:

As previously communicated by email to all members on January 23, 2026 it is with a heavy heart that I must inform you that long time GMCHC member and our dear friend Allan Hamilton passed away on the evening of January 21, 2026

at the age of 83 years. As most of you know,

Al was a long time member of the club, having first joined in 1995. For much of that time Al held various executive roles including Newsletter Editor, Membership Director, and President. Al was passionate

about the GMC Heritage Cruisers and worked tirelessly to move the group forward. His presence, camaraderie, counsel and good humour will be very much missed by all members. On behalf of the club our sincere condolences go out to Nancy Berry at this most difficult time. Greg Lipsett



Spring Newsletter 2026

Submissions for the Spring Edition of the “Comings ‘n Goings” are due by May 1 or if you have anything you would like to post for sale, please send to Wendy Harry at wharry62@gmail.com

Attachments with this newsletter:

Please See: the financial statement for the year end December 31, 2025.

Please see: the latest nominal roll dated Feb. 14, 2026 .

Wishing you all a great end to winter as we embrace the return of spring which can't come soon enough!

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 is the responsibility of the individual coach owner.