



COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

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

Summer 2005

www.gmcheritagecruisers.com

This 'n That

Lena Longman's back surgery, completed in June, was a success, and she went home in early July. Hope to see you attending rallies again soon, Lena.

New Members

We have 94 members on the list now and growing. Ray McHugh & Chantal Lavoie, of Meaford, Ontario, joined as our newest members in June and attended the June rally in Sackets Harbor, NY. Welcome to the club. We hope you can get to many more rallies.

2005 Rally Schedule from the VP Wagonmaster

*12-14 Aug – Scottish Games, Fergus, Ont
Camping at Elora Gorge -
Podmores, Patersons, & Hoods*

*2-5 Sept – Fiddlers Contest, Pembroke, Ont
Info will be mailed soon to include
camping & catering courtesy of the Gosses,
tpt to the Contest, and a side trip to a newly
opened military vehicle museum at Canadian
Forces Base Petawawa.*

Gosses & Barbers

*11-17 Sept – GMC Motorhomes
International Convention
Rapid City, South Dakota*

Meeting Minutes

Barb Oliver, our Secretary, has provided the minutes of the May and June meetings for your review and they are included with this newsletter.

Rallies So Far

This year's rally season got off to a great start with a cool but great rally, at Ontario Place, in Toronto. 25 coaches attended and even though it was cool and rainy everyone had a great time and not a complaint was heard. That was mainly due to the super organization of Joan & Roy Carscadden, Barb & Ian Oliver, Sue & Syd Collier, Judy & Bob Paterson, and Elisabeth & Ed Schon.



It doesn't look too bad does it !!!



Great food helped a lot!!!!



A complete change of venue from the big city to a quaint lakeside village took us to Sackets Harbor, NY for the June rally. Dianne & Steve Crutcher and Judy & Bob Paterson put together an active and enjoyable weekend in a beautiful setting. 28 coaches attended.

There was an unfortunate front wheel bearing failure for Linda & Frank Foldy in Oshawa. The Foldys did their best, but the old FWB curse got them !!!!!!! The rally was Dianne & Steve's first, and we hope not their last – like so many of our members they are very good at putting on a great weekend.

The July rally just finished and was a whopping success. We were located in a beautiful setting near LeRoy, NY. Lois & Frank Urbanski and Jeanette & Bob Farrell did a great job setting it up, getting us where we had to be, and keeping us busy at the campground. We all enjoyed the visit to the Genesee Country Village and Museum and saw a well-done Civil War battle re-enactment. Eunie & Fred Ely attended and may hold the record for the shortest distance travelled to a rally – four miles !!!!!

Email Addresses

Recently there have been a number of emails sent to all Heritage Cruisers on the Internet and the following email addresses failed to work: Kloceks, Sirums, Hammonds (mail box full!), and Warners. Please let me know if you have a correction or new address.

Interstate 90 Travel

For a long time, there have been stories about very high costs for a GMC to use the New York Thruway (a toll highway). Also there were warnings from some users that a State contract wrecking service was the only way that a disabled vehicle could be removed from I 90. The use of a personal Emergency Road Service was not allowed, so a less than adequate wrecker could be sent and a person had no choice but to use it.

The purpose of this article is to get rid of rumours, get the correct information, and advise members of the least expensive way to use I 90.

Mike Gallagher did some investigating and provided a lot of information on rates, a new discount plan, recovery, where you can get more information and apply for passes and plans. It is hoped that Mike's many phone

calls, and with the experience of others, the correct information will eventually be known.

The high cost we sometimes experience comes from being classed with commercial, three-axle vehicles over seven feet tall. Sometimes a discount rate is applied to our coaches – sometimes not!! Here are the rates to travel the entire length of I 90 in NY:

*Pay cash at tollbooth - \$51.60;
Commercial E-Z Pass - \$49.00
Thruway MH E-Z Pass - \$21.06
Thruway car E-Z Pass - \$13.64*

In addition to the motorhome toll, a car in tow is charged at the car rate as well.

The motorhome E-Z Pass appears to be a “new” discount plan that is based on the car rate plus a third axle. An E-Z Pass can be applied for by writing to:

*E-Z Pass Customer Service Center
PO Box 149004
Staten Island, NY 10314-9004
or
Fax 718-490-9772*

A copy of your vehicle registration is required with the application. It appears that E-Z Passes are available to anyone, not just residents of New York. There is no cost for a Pass. Toll charges can be set up to be added to a credit card. Be sure to ask for the Thruway Motorhome Discount Plan.

It appears that a personal ERS can be used on I90. That was stated by a number of Customer Service Representatives at E-Z Pass, but it needs to be confirmed by the Thruway authority. It is hoped that more information can be included in the next newsletter as other Thruway users are heard from.

More information is available from the E-Z Pass Customer Service Center at 800-333-8655.

Thanks, Mike for all the information.

Classifieds

For Sale: Three-bike carrier, pole type, modified to fit over 2” tow bar. \$40.00 Cdn . Captain’s chair with arms, on pedestal beige, \$25.00 Al Hamilton 613-659-3522

For Sale: Special Fred Hill aluminium step and an Onan circuit board. Both are in the coach at rallies. Free – coach roof box – needs some repair. Fred Hill - 613-543-2262.

For Sale: A Henderson electric wiper system complete with motor and turn signal lever with wiper controls. \$US 175.00 Nick Lavigne – 905-331-1411

For Sale: A Norcold three-way fridge, Model 663, approx seven years old, black acrylic door panels , \$600 Cdn – Jack Elzinga – 613-542-9670

For Sale: 1974 Glacier 26’ Original owner, many upgrades over the years including frame, paint, bumpers, sky lights, Fantastic fans, awning, microwave, Birch screen door, three-way fridge, new furnace, satellite dish & receiver, and more. Asking \$18,000 Cdn Bruce Ross – 519-621-1028

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

Tech Talk

Coach Weighing

At the June rally, a New York State Trooper arrived with six wheel scales and proceeded to weigh as many coaches as we wanted.



Knowing the total weight of our coach is interesting and important. Knowing the load carried at each wheel station tells us if we have stowed the coach incorrectly and have one or two wheels carrying too much weight or tires under are inflated for the weight on the wheels.



Seventeen coaches were weighed and Dan Stuckey acted as our temporary statistician. Here is what he recorded:

15 - 26' coaches
lightest - 10400 lbs
heaviest - 12300 lbs
average - 11460 lbs

1 - 23' coach - 10350 lbs

1 - SOB 19650 lbs

The average is what might have been expected for coaches laden for a weekend outing. The lightest 26' coach was rebuilt with lighter interior materials. There were no unpleasant surprises of high loads on a wheel or side of any coach.

Here are the average weights by wheel of the 26' coaches:

■ 2149 lbs	■ 1983 lbs
■ 1890 lbs	■ 1760 lbs
■ 1970 lbs	■ 1631 lbs

Two consistencies were evident on most, if not all, coaches. The left front wheel carried slightly more than the right (maybe because the transmission and final drive are slightly left of centre ??). The intermediate and rear wheels, on each side, were almost identical in load carrying – expected because of the single spring almost equalizing weight to each wheel when stationary. The slight difference may be explained because of friction in the suspension and/or each wheel has its own pivot point, albeit only inches apart.

It was an interesting and useful experience - well worth the effort put into the organization of the event by the rally hosts.

Brake Pad Number Changes

*Many coaches have Performance Friction Carbon Metallic brake pads on one or more sets of wheels. John Evans discovered recently that the numbers that fit the GMC have been changed. **0524** is now **0052.10** and **6144** is **0614.20**.*

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.

Fall Newsletter

Submissions for the Fall 2005 Edition of the "Comings 'n Goings" are due by 15 November 2005 to the Editor, Al Hamilton 613-659-3522 or ahamilton@sympatico.ca.