



COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

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

Winter 2006

www.gmcheritagecruisers.com

This 'n That

Jean Palmer is recovering well at home, from a hip operation on 3 January. Glad to hear all went well, Jean, and hope it continues.

January Rally

We started this year off early !!! Fifteen couples assembled at the Holiday Inn in Niagara Falls, Ontario, for the third annual coachless rally.

John & Lou Ann Podmore and Nick & Barb Lavigne did a great job setting up the hotel, meals, and activities. The weather was a great change from last year. The mild winter weather contrasted with last year's blizzard-like conditions.

At Friday night's dinner, Sue Collier was surprised by a big birthday cake. She had no trouble blowing out all the candles in one try.



Happy Birthday, Sue !!!!

2006 & 2007 Rallies from the VP, Wagon Master

As we enter the 2006 season our rallies from May thru Sept are pretty much complete. To the hosts of these rallies, I need to know which of the clubs supplies you will need. For example, the tents and overhead tarps are kept at one location, while the coffee urns and other supplies are at another.



The 2007 Rallies may seem like they are a long way in the future, but we need members to start thinking of places we can hold rallies. Don't hesitate to select a location where we have held previous rallies. After all, it is the members not necessarily the locations that make the rally. So start thinking about new rallies and I will be asking for your input at the spring rally. It all starts with you, the Heritage Cruisers members.

Fred Saunders

The 2006 Schedule

May 26-28 - Morrisburg, Ont.

Fred & Norma Hill

The rally information & registration is enclosed and due by 1 May. It's three months away, but don't forget to send it in !!!

June (TBA) Falls Reserve, Ont.

Dan & Ginette Stuckey

July 14-16 KOA Grand Island, NY

Fran & Lois Urbanski

Aug. 18-20 Gananoque, Ont.

Al Hamilton & Nancy Berry and Elzingas

Sept. 8-10 Alexander, NY Steam Show.

Elys and Saunders

Sept 24-30 Berrien Springs, Mich GMC International Fall Convention.

Reminder: July 6-9 2006 - Geneseo, NY Heritage Air Group Show

Membership Dues 2006

There are still a few outstanding dues for the 2006 season. If you received the Bright Red enclosure entitled **Second Notice**, you still owe the Treasury. Complete the form and mail it with your dues to the Treasurer, John Podmore. Payment was due by 1 January. Please note that membership privileges cease on **1 May** if dues are still unpaid.

Annual Financial Statement 2005

The Annual Financial Statement for last year is enclosed.

2007 & 2008 FMCA Conventions

Also enclosed is a list and outline of the FMCA Conventions planned for 2007 and 2008 sent to us by Bill Conway, the Vice President, of the Northeast Area of FMCA.

New Members

We begin this Rally season with 93 members, including our latest members, Leigh Harrison of Woodbridge, Virginia, and Dennis & Pia Lepard of Depew, New York. It is hoped that you enjoy all the activities the Chapter has to offer.

Tips from the Trip From Al Hamilton

Sending Unit Cleaner In the Tech Notes of the GMC Classics, it was suggested that holding tank sending units could be cleaned and bring back some of their accuracy by adding "Oxy Clean" to the tanks that are filled approximately half full with water and allow to agitate for a few hundred miles.

Engine Trouble Sign We ended the 2005 season with a trip in October, to Connecticut. Before leaving, the engine oil was changed and remained clean as it normally did until the last couple of days away from home. With only about 700 miles on the new oil, it suddenly went very black. I knew the air/fuel mixture wasn't rich. It was puzzling to me. Everything else was OK until there was a drop in oil pressure to about half normal. I added some heavier oil and we drove home. The very black oil was a sign of a hot bearing and not something I recognized. Luckily, we got home alright, drove it another 60 miles to have the engine removed, and it was rebuilt with only minor damage found on the crank.

I always watched for signs of engine trouble since there is 135,000 miles and 29 years on it. Sudden very black oil wasn't something I was on the lookout for, or interpreted correctly, when it appeared.

In the end, we have a well-rebuilt engine and our own engine back. That was important to me because we know its history. But most important we didn't have to come home on the "hook" !!!!!

Classifieds

Wanted: 455 Intake Manifold John Podmore 519-846-0376.

For Sale: Original 13,500 BTU roof air conditioner. Works well. \$100 OBO. Roy Carrscadden 416-231-0426

For Sale: One Set (for two wheels) 2½" carbon metallic brake shoes, \$75 US or \$100 Cdn George Beardwood 705-944-5729

For Sale: 1977 GMC Birchaven 23', 455 engine, many upgrades to chassis, interior, and engine. Rear bath, 4.5 KW generator, roof air, engine air, microwave, TV, awning,

Ragusa step, numerous spare parts. Many, many manuals and technical bulletins. Will deliver \$16,000 Doug Barber 613-523-6238.

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

For Sale: Guske pleated night window blind for rear window – dusty rose. Works well. \$40.00 Cdn - Al Hamilton – 613-659-3522

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

Tech Talk

Recovery Demo

At the August Rally near Gananoque, a local wrecker and heavy repair owner has tentatively agreed to do a demonstration of how to properly move a disabled GMC. His company has hauled in two GMCs that I know of and moves hundreds of cars as well as highway transport trucks each year. The information we provide when we call for a tow is almost as vital as having the correct recovery vehicle arrive to get us out of

trouble. A discussion about the “first call” will be part of the Tech Session.

Best Improvement or Addition to your Coach

Over the many years of owning and caring for your GMC motorhome many changes are made – some small; some large. There are those who concentrate on mechanical improvements; some improve the liveability, others change the appearance, and still others do a combination of some or all.

It would be interesting to see what are the more common changes, what are some unique ones, or what was done by an ingenious owner to make that coach now a one-of-a-kind.

Some of the improvements could be paint scheme, furniture arrangement, leather furniture, lower final drive ratio, mascurator, fuel injection, inverter and battery banks, modern fridge, four air bag suspension, etc. etc. The list is endless.

Send me the best three things you’ve done to your coach, (phone number or email address is below). I will include it in a newsletter to come. Let me know if you want to remain anonymous, (maybe the “improvement” didn’t work as well as expected !!!!!).

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.

Spring Newsletter

Submissions for the Spring 2006 Edition of the “Comings ‘n Goings” are due by 15 April 2006 to the Editor, Al Hamilton 613-659-3522 or ahamilton@sympatico.ca.



At the January Rally, the Saturday dinner was in the revolving restaurant of the Skylon Tower at Niagara Falls. The night view of both falls and the New York and Ontario sides of the Niagara River was spectacular.

As we approached the tower it appeared to get taller and taller – comments were heard like, “You expect me to go up there ??” and “How many times does the restaurant rotate before it has to be turned the other way so the top doesn’t fall off !!!!!!!!!!!!!”