



# COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

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

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[www.gmcheritagecruisers.com](http://www.gmcheritagecruisers.com)

*Fall* 2009



## **From the President**

*Judy & I want to wish each and every one of you the best for the upcoming holiday season, and hope you are all in good health.*

*When we look back on the rallies and the friends we've enjoyed this year, it builds our excitement for 2010. If you've ever thought of hosting a rally, but backed off for whatever reason...THINK AGAIN!!! Our group is one of the most supportive and fun loving that I have ever been involved with. There are many folks that are willing to step up and help, and this is what makes 'hosting' a pleasure, not a burden.*

*The two summer months of July and August are currently open, and mid-week is probably a much easier time to book a campground. If you are not ready to take the step this year, consider helping one of the other hosts to get a first hand glimpse of what's involved and how much fun it can be. Call our Wagon Master,*



*Dennis Lepard and discuss the possibilities. (716-684-5882)*

*Thinking of warm summer days, why not check out a classic car show or Cruise-in, in your area? Some of our members have actually participated in one of these with their GMC, and report an amazing level of interest, and in some cases, resulting in prospective new owners.*

*On another vein: Make sure you check out David Greenberg's article about the GMC Registry, in the November issue of FMCA's 'Family Motor Coaching' magazine. It is an interesting and informative read. (page 68)*

*Until we meet at the 'Coachless rally & Rust Buster' rally, enjoy the winter months and stay warm.*

*Best regards,*

*Bob Paterson*



## **The 2010 Rally Schedule**

29-31 Jan – Coachless Rally –  
Niagara Falls – Podmores & Urbanskis  
- **See enclosed details**

14- 16 May – Sherkston Shores – Patersons  
& Urbanskis

Early June – London, Ont - Stuckeys

July – Open

August – Open

3-5 September – Pembroke, Ont - Gosse  
& Barbers

**Dennis Lepard, VP Wagon Master, is looking for rally masters for the open months. Give him a call (716-684-5882) so he can finish off the 2010 season!!!**

24-29 September – GMCMI Fall Convention  
DuQuoin, Illinois

## **2010 – 2011 Officer Elections**

At the Milton rally, on 22 August, the Executive was elected for 2010-2011. Normally the new executive takes office at the beginning of the New Year, but the new executive is in the chair now to fill the existing vacancies. The Executive is:

President - Bob Paterson,  
VP Tech - Fran Urbanski,  
VP Wagon Master - Dennis Lepard,  
Secretary - Linda Foldy,  
Treasurer - Jim Hadcock

FMCA National Director - John Evans  
FMCA Alternate National Director –  
Ian Oliver

Other Chapter Officers -  
Historian - Judy Paterson  
Non- Tech Coordinator –  
LouAnn Podmore

Web Master – Bruce Hislop (started  
in October)  
Newsletter Editor & Membership –  
Al Hamilton



**The new Executive, Dennis, Jim, Linda, Bob  
& Fran**

## **Outgoing Officers**

We would like to say thank you to our outgoing officers.

At the August rally, we said good-bye to our outgoing President, Barb Oliver, after four years of being in the chair and serving the Club so well. We want to wish you and Ian all the very best and thank you for all you have done for the Heritage Cruisers as our leader.

Barbara & Ian attended four rallies this past summer and are looking forward to next summer's. Barb has been doing very well, but had a set back about four weeks ago that required radiation treatment. She is recovering well again.

Norma Hill left the Chapter Officers as the Non-Tech Coordinator. For a number of years Norma found ideas and crafts to run concurrent with the tech sessions. Her imagination kept the Club interested and busy producing some useful or fun item to take home as a souvenir of the rally.

After many years as our Web master, Bob Morris is retiring. He took over when we were left without someone to supervise the content of the Heritage Cruiser site. He developed it to what we have today – a useful tool that aids in recruiting new members, helps sell member's items that are listed in the newsletter, provides members quick access to information on rallies, coach parts links, a photo album of past rallies, and even the weather!!!!

Thanks to all three of you for your work and dedication to the Chapter.

### **In Memoriam**

George Beardwood passed away on 10 September in hospital from cancer. He and Kay were very active members of the Chapter for many years. They rarely missed a rally in all those years. Our condolences to the Beardwood family.

### **Sick Bay**

Syd Collier was in the hospital with a broken femur last August and is taking some rehabilitation now. He has been home for a few weeks and is recovering slowly. Good to hear you are coming along, Syd.

### **2009 Rallies !!!**



From 21 to 23 August we descended on Milton, Ontario, for our August rally hosted by Daphne & Bruce Hood and Linda & Frank Foldy. We had a great and fun-filled time: from the great facility, to the well-prepared pancake breakfast, to the fantastic Tech session, to the catered meals, the mock wedding, the Friday night entertainment, and on and on!!! It was so well organized and everything went very well.

In September, we accepted an invitation from the GMC Great Lakers and joined them at Birch Run, Michigan, near Frankenmuth. It was in a beautifully-treed campground with great food at the potluck and a catered meal on the second night. Our turnout was better than expected. We had 12 HC coaches attending and with the Great Lakers, there were 47 coaches at the rally.

### **National Director Report**

All newly elected FMCA officers have been installed and are still finding their niche. We still have Medex even though they are running a deficit budget.

### **Chapter Membership**

The Chapter membership stands at 89 with the two new members mentioned below.

### **New Members**

In August, Bruce Hislop & Paula Smith, from Sebringville, Ontario, joined the Chapter. In September, Bruce & Liz Russell of Scarborough, Ontario, became members. Welcome to you all. We hope you enjoy the rallies and the friendship that we all enjoy so much.



## **Emailing of the Newsletter**

Receiving the newsletter is still available by email for anyone who would like to have it delivered to their computer. To give you an idea of what a newsletter is like by email, and so you can experience the process and the quality, everyone with an email address has been sent a copy by email, as well as normal mail. As you can see the colours are bright and clear on your computer and when printed, as well. We are sure you will agree to continue to receive the quarterly news in this format, so the club can save the postage and printing costs. Let us know if you want to change to email delivery.



## **Membership Dues for 2010**

That time of year has come once again. The Chapter dues for 2010 are payable by 1 January 2010.

Complete the dues enclosure (if none is enclosed, you owe nothing) and mail it with your dues in either US or Canadian funds to our Treasurer, Jim Hadcock. **The cost of dues is \$15.00US or \$16.00Cdn .**

Please pay on time so Jim doesn't have to chase you. Also, you are dropped off our mailing list on 1 May and will miss a newsletter or rally information.

## **Classified**

**For Sale:** 1975 Avion with side dry bath, sleeps six. Six wheel disc brakes. Rebuilt engine and transmission. Rebuilt front end less than 1000 miles. New air compressor. New dash with new dash valves. Replaced ceiling vinyl. Replaced counter top and table. Rebuilt carburator to GMC specs by Dick Patterson. Tires replaced in last two years with Alcoa front wheels. Replaced fridge, toilet, roof air and awning. New screen door by Alex Birch. Replaced both sink taps with Moen taps. Replaced furnace. Two new batteries. –  
Fred Hill - 613-543-2262

**For Sale:** Valterra RV toilet - \$100; refurbished rear subframe - \$300; galvanized engine subframe - \$1995; Coleman TSR roof AC - \$200; minivan electric drivers seat - \$100; roof storage pod - \$100; two x 2 3/4" rear brake backing plates - \$200; - Dan Stuckey – 519-844-2083

**For Sale:** 1976 Palm Beach – original owner, stored in heated garage in winter, rebuilt engine (Oct 2000) & recent rebuilt transmission; inverter & batteries replace Onan, new fridge & awning. Includes matching covered trailer & golf cart - \$30,000 Cdn – contact Darlene Beardwood Carter – 819-923-5265

**For Sale:** 1977 Royale with 455 motor. installed about 35,000 miles ago. Recent frame replacement, well maintained, stored in covered garage – Syd Collier – 905-453-1257

Listing of GMC-related items for sale is available to HC members and will only

appear for two issues unless otherwise arranged.



## Tech Talk

### Rear Control Arm Straightener

Bill Garnier has made a simple, yet effective device to push a bent rear control arm out even while on the road. It is made from two grade bolts, one with the head removed and a left and right threaded rod coupling.



### End the Door Slamming!!

by John Evans

I finally got tired of slamming the coach door so I installed new door hinge pins and bushings; it helped, but I still had a problem.

We headed off to the anniversary rally where the real problem was corrected. Through a freak accident, the coach door became locked and we could not open it. A crowd soon gathered, ready for a challenging Tech session. After a couple hours, with the input of quite a few onlookers, the problem was found and the door opened. While discussing the incident, one of our members pointed out that my door latch was not working correctly.

We have had our coach for 23 years and I did not know that the door has a safety feature that requires a double latch to occur. With the door closed, if some incident should occur and the door came ajar, the door will still be partially (half) latched. I think we have all experienced our car doors not being closed properly, where by we have to slam it again. When looking at the latch assembly from the door edge, you see two little claw pieces that grab the pin in the door jam. These claws do not work simultaneously. The bottom one operates first then the top one follows. The bottom claw must move first to allow the upper claw to move. The bottom claw is the safety catch and the top claw is the final or full latch.



### The Claws!!

Check the pin for alignment, wear, groves, out of round, or rough surface. Note that the original pin consists of a allen head bolt with a sleeve around it. The original pin mounting plate had elongated mounting bolt holes, allowing for proper alignment. Many pins have been replaced with an after market version and the mounting holes are not elongated and the pin is firmly attached to the plate. Elongating the mounting plate holes will allow for necessary adjustment. Next close the door enough so that you can observe the sequence of the pin engaging with the claws. You should see the bottom claw engage the pin first, the safety position,

and then the top claw engage the pin, the full latch position. Adjusting the pin so that it strikes the lower claw about an eighth of an inch down from the top will fix the problem and the door will close with a finger touch.



## **Winter 2010 Newsletter**

Submissions for the Winter 2010 Edition of the "Comings 'n Goings" are due by 1 February 2010 to the Editor, Al Hamilton at gmchc@1000island.net.

### **Enclosures:**

Coachless Rally Information – 29-31 Jan 10

**(Not Included on Website)**

August 2009 Meeting Minutes

2010 Dues Notice (not to all Members)



**The Latch Pin**

Within 15 minutes of fixing our coach three other coaches were found to have the same problem. Since then a couple more have been found. I dare say that there are probably a lot of coaches with malfunctioning door latches. So long door slamming.

### **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.**