



# 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)

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2012

owners.

<http://www.gmceast.com>

## President's Notes

We are long overdue for a trip in our coach. It has been tucked away since Mid October.

I'm not sure where the "Winter" has been, but the yo-yo weather patterns have really mixed up this 'retired' mind. At any rate, I'm sure all of us are looking forward to warmer weather and the Rally season, including seeing old friends and meeting new ones. According to Bruce Hood, the 2012 season is now 'virtually full', with some very interesting locations for us all to enjoy.

While most of us are 'idling', there are still things we can do to enhance our travels this summer. You can access many very helpful web sites, that contain a wealth of support information.

The GMC Motorhomes International web site has many helpful links.

<http://www.gmcmi.com>

GMC Eastern States also has some invaluable links. There's a direct link to Gary Bovee's Idiots Guide for GMC owners and prospects, and there is the humble beginnings of a Campgrounds Listing of recommendations compiled by fellow GMC

Of course, our own GMC Heritage Cruisers site has helpful information and links, including an up-to-date Black List, a listing of GMC owners who offer their help for owners in need on the road.

Reports from folks attending the Coachless rally at the Falls, say the Podmores and Urbanskis once again organized a great weekend. Thank you folks.

Try to enjoy what's left of our 'Winter'.

Bob

## The 2012 Rally Schedule

11-13 May – Leamington, Ont –

Mike & Lou Barton

Bob & Judy Paterson

See information below and attached



1 – 3 June – London, Ont –

Trish & Phil Nau

Jean Price & Fred Perkins

**See information below**

19-22 July – North East Area Rally

Essex Junction, Vermont

**See information below**

17-19 August – Erin, Ont

Daphne & Bruce Hood

14-16 September – Clayton, NY

Nancy Berry & Al Hamilton

## **2012 Coachless Rally**

The 9th Annual Coachless Winter Rally was held in Niagara Falls January 29, 30 & 31, 2012.



There were 15 members in attendance and three more visited just on Friday. Five arrived Thursday afternoon and heard Ashley Lewis and Aaron Lines Sing Country music at the Avalon Theatre at the Fallsview Casino. Good Show!

After our customary “Happy Hour” Friday, we enjoyed supper at Coco’s in the Holiday Inn where we celebrated Lena’s birthday.

Later we played games (board games) in the co-hosts rooms and enjoyed the great chocolate Lena supplied and added additional pounds consuming the ever popular Peazel pastries.

On Saturday morning we car-pooled to Niagara-on-the-Lake for a day of shopping and sightseeing and a great lunch at the Shaw Café and Wine Bar. Saturday evening we enjoyed supper in the revolving restaurant on the top of the Skylon Tower. At the conclusion of the supper, the fireworks started up right in front of us ... some say luck, but John Podmore claimed he arranged it that way.

We had a great weekend and look forward to our 10<sup>th</sup> anniversary next year.

In attendance were Dot Boehler, Roy & Joan Carscadden, Jack Copeland & Kathy Alexander, Ed & Alice Daniel, Dick & Lena Longman, Ian Oliver, Cliff & Penny Pike. The co-hosts were John & Lou Ann Podmore and Fran & Lois Urbanski.

## **The May Rust Buster**

The Patersons’ and Bartons’ are co-hosting the Rust Buster at the edge of Point Pelee (Leamington), on the weekend of May 11, 12 & 13th; just in time for the migratory birds returning to Canada.

Leamington and area have many and varied attractions. You can see displays of shipwrecks at the Marine Museum, and enjoy the famous Point Pelee National Park or visit Pelee Island. Point Pelee National Park and Pelee Island are both renowned sites for Bird Watchers and Naturalists from around the world. But, there is something for everyone.

Sturgeon Woods RV & Marina, <http://www.sturgeonwoods.com>, is well

equipped for our early (cool) weather, with a large rec. hall, W/E hook-ups, washroom & shower facilities, and its own marina docks.

## **June Rally**

The June rally is to be held at the Plunkett estate Cruiz-In and will be similar to 2010. It will be dry camping with few formal rally events. Go to <http://www.fleetwoodcountrycruizein.com/2012/2012.html> for more details. If you want tickets to the show look at <http://www.centennialhall.london.ca/BoxOfficeListings.htm>. More to come later.

## **July Rally**

The GMC Nor'easters have extended an invitation for us to join them at the FMCA, NE Area Rally at Essex Junction, Vermont. It has been a long time since we got together and a show of force at an Area Rally should be interesting. We hope to talk Bill Bryant into doing one of his famous GMC memorabilia presentations !!! Go to <http://www.fmca.com/chapters/area-rallies/326> for more details. More information will be provided in due course.

## **Sick Bay**

Doug Barber spent some time in the hospital in January having a second colon cancer operation. He is doing fine at home and hasn't lost his sense of humour. Here is part of an email from him, "For those who may have not yet heard, since this is my second colon operation, I am now officially a semi-colon" !!!!

All the best Doug and we are looking forward to seeing you at some rallies again this year.

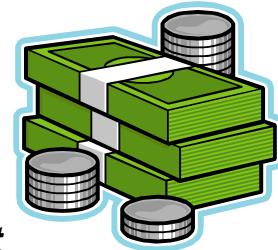
We just learned that Ed Ansett also had major surgery last November. Ed is well on

the road to recovery. Mary & he left for Florida in early February. Good to hear that Ed. Have a great time in the sun !!!!

## **Last of the 2011 Executive Changes**

Late last fall Linda Foldy handed over the duties of our recording secretary to John Peazel. Linda has been keeping track of the goings on at meetings for over four years and deserves a big thanks from us all. She & John completed the handover in the middle of the annual membership "audit" done for FMCA – one of the big jobs the secretary completes each year.

## **2011 Financial**



**Report**

The final Financial Report for 2011 will be included with the Spring newsletter.



## **Annual Membership Dues**

The annual membership dues are payable on 1 January each year. A reminder was included with the Fall newsletter for those who had not paid for 2012. There are still a few members who have not paid. The dues are \$20. Please send the dues to our Treasurer, Nancy Berry. Anyone who has not paid will be removed from the membership list on 1 May.

## New Members

Ross and Darlene Hallman from Baden, Ontario just joined the Chapter. Welcome to you both and we hope you enjoy all the Club has to offer.

### Emailing of the Newsletter

There are advantages to having your newsletter sent by email. You get it right away rather than waiting for the Postal Service. You can print it in colour for better photos and clip art. Finally, it saves the Club a couple of dollars for each one emailed. Let us know if you want to change to email delivery. ■



### Classified

**For Sale:** 1975 GMC Eleganza II TZE 165V101626, Floor Layout 26-3, second owner. 79,249 original miles, everything original. Has been stored in heated garage since 1994, started up once a month until 2010. All manuals, records, etc. Ideal for present GMC owner to update and restore. \$16,500.00 FOB Dundas - Doug Hammond, Dundas, Ontario 905-627-5990 [jdouglashammond@aol.com](mailto:jdouglashammond@aol.com)

**For Sale:** 1974 26' Painted Desert (now two tone green) 455 engine 82,000 miles, rebuilt transmission at 60,000 miles, new roof air conditioner. - reduced \$9,000 - Robert Wakeman 607-642-5528



**For Sale:** A limited amount of new LED red and amber clearance lights, sealed, same shape as original, \$8.25 each - contact Phil or Trish

Nau 519-675-0582 or  
[naure@sympatico.ca](mailto:naure@sympatico.ca).

**For Sale:** Front & rear light beige window screens from Guske Sales. Nine years old, in good condition.



Good for privacy, light, and heat reduction. Front has slots for wind wings. Uses four SS turn fasteners per screen - included. \$50 (\$210 new). Al Hamilton - 613-659-3522 or [akh@1000island.net](mailto:akh@1000island.net).

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

### Newfoundland 2011

by Cliff Pike

As some of you may know, Penny and I undertook our first extended trip in the GMC to Newfoundland last September.

We had an uneventful trip through N.Y. State where we over-nighted at a rest stop close to Albany. Total toll charges on the N.Y. Thruway came to approximately US\$80.00 from Buffalo to the Massachusetts border.

The following day was a long one as we drove around Boston and on to Bangor to re-enter Canada at Woodstock NB. The following morning when I went to start the coach it turned over well, but no start! A little distressed at first I sat on the dog-house in my thinkers pose, contemplating our situation. Knowing the basics, I opened the hatch and checked for fuel delivery, which was ok. So, now to check for ignition. Removing a plug wire I retrieved a screwdriver and set it up to check for a spark, but not before asking Penny to hold it in place

just in case any errant high voltage decided to attempt an escape up the handle and into my nether regions. She respectfully declined, so I did it myself. Aha! No spark! Having Dick's tech session at Cookstown fresh in my memory, as well as a discussion with another owner at Honey Harbour just the week before, I was pretty confident I could fix this problem. At Honey Harbour, (I believe it was John Podmore.) mentioned in passing that "when the ignition module goes, the coach stops just like that!" Honey Harbour was on the previous week-end, so guess how thankful I was that upon returning from there with that comment fresh in my mind, I bought a spare module and stowed it in the coach a couple of days before we left! Less than half an hour later we were on our way once again.

*My point here is to stress how thankful we should be that we have people such as Dick and John and others who are so free with their advice.*

*Cliff & Penny Pike  
Guelph*

## **Tech Talk**

### **Replacements for Our Obsolete Airbags**

*by Bruce Hislop  
VP Tech*

(Note: Some time ago Firestone had the last production run of the OEM airbags. Cinnabar purchased stock of them so they are still available until inventory is exhausted.)

*Ever since I bought our coach in 2008, the driver's side airbag would leak-down. At first it would leak down overnight, but after fixing several loose & leaking fittings the leak-down time extended to a couple of days. This past spring after getting the "Murray" out of storage, it was back to overnight leak-down. A bit of soapy water showed pinholes all over the bag! It was time for a*



*replacement.*

*The four bag designs have been around for a while, so I'm going to deal with the newer OEM design replacements. Personally, I went with the "Silvertone" replacement from Applied GMC, but since then a few new designs have come on the market. So I thought bring these alternatives to light.*

*Fortunately "Andrew" from the GMC Forum has put together a spreadsheet to make this comparison easy. You can find this at: <https://docs.google.com/spreadsheet/ccc?key=0AsEWkMLsSGYOdGhtejZVby1fSG5qUkZRT3BsTFNwcXc&hl#gid=0> or more easily: <http://tinyurl.com/82cuhgn>*

*The new OEM (non-4 bag) styles all adapt a current production airbag to the GMC using custom designed plates for mounting to the bogies. The bags differ in length and diameter. It's highly recommended that you replace both sides with a new style bag.*

*The length of the bag affects the height adjustment range. The only OEM style showing the full OEM adjustment range of +/- 4" is the Silvertone, however my experience is that it does not go as high as my old bags. I would say it's more like the Southland bag, and looks very similar.*

*Several of the new units are larger in diameter. This allows a lower pressure as the load is spread over a larger bag area.*

*For those without internet access, I'll list the pros and cons below:*

#### **Southland: (\$750.00)**

*Pros: Said to ride like OEM, slightly lower pressure.*

*Cons: Slightly lower than OEM max height.*



**Silvertone: Applied GMC: (\$650.00)**

Same characteristics as above, looks very similar.

#### Dan Hensley: (\$600.00)

Pros: Can still travel with bag deflated.  
Cons: Shorter bag therefore very reduced height control.



#### Todd Sullivan:

Pros: (\$varies)  
Plans for DIY, Much lower air pressure, close to OEM heights.

Cons: Not a complete kit, source airbags separately.

Alex Sirum: (\$849.00) Web Site says new airbag system available, but no further info.

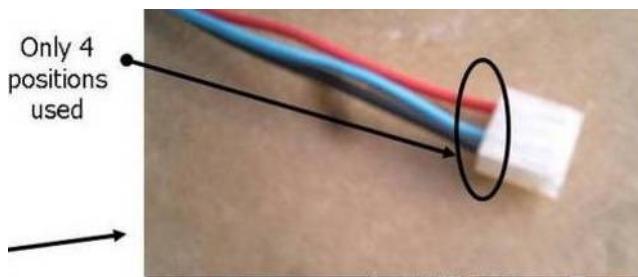
GMC Coop: (\$ ??) Large bag replacement in the works, no further info.

#### Power Brake Vacuum Assist Pump (Have you checked yours lately?)

Many of us have installed an electric vacuum pump to provide power brakes in case of an engine stall... but have you checked it for proper operation lately??

The pump should come ON whenever the ignition is ON and the vacuum to the power brake booster is less than a preset level. To check your pump, turn the ignition ON but do not start the engine. Then dump the vacuum in the booster by applying the brakes several times. You should hear the pump start and run for a few seconds then stop as it recovers the vacuum level in the brake booster. If not, then troubleshoot and correct the problem before going anywhere!

On the Web, there is a recommendation of an inexpensive electrical connector for the newer AC Delco JC4 pump.



This inexpensive connector is not waterproof and is an inferior connector, (I've had extensive work experience with this connector and it's not a reliable connector). If you have this nylon connector powering your vacuum pump, replace it with a proper connector immediately and bury that other connector at the bottom of a deep pit where it will cause no harm!

#### 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.



Submissions for the Spring 2012 Edition of the "Comings 'n Goings" are due by 15 April 2012 to the Editor, Al Hamilton at gmchc@1000island.net.

#### Enclosures:

May Rally Information