



COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

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

www.gmcheritagecruisers.com

Fall

2014



From the President

Greetings. The days are shorter and the nights are cooler signaling the close of our 2014 rally and camping season. Thanks to all hosts and cohosts for this year's interesting and enjoyable rallies that blended new and familiar places and faces. A tip of my hat goes to all the contributors to the COMINGS AND GOINGS as well as to the editor, Al, who juggles the input so well. Lois and I wish all a safe and happy holiday season whether you stay up in the frozen North or do the snowbird shuffle. Don't forget the COACHLESS RALLY (details to follow). See you soon.

Yours truly, *Fran Ubanki*

PS: The GMC HC caps, T shirts, hoodies, & jackets would make great Christmas gifts !!

New Members

At the September rally, Glen Clark of Caledon, Ontario joined the Club. He's had his coach for about a year and a half and has already put lots of miles on it in his travels. Welcome to you, Glen. Hope to see you at lots of rallies next year.



2014 Rallies

July Rally – We spent a great few days at a beautifully treed campground near Parry Sound, Ontario. Judy & Bob Paterson, with



helpers, organized a fun time from bonfires, to a boat cruise around a few of the 30,000 Islands, a wagon ride, and, as usual, lots of very good food. Thank you both so much for all your work and making it happen so soon after knee surgery, Judy.



August Rally – We came together in Lockport, NY under the control of Rally Masters, Pia & Dennis Lepard and assisted by Lois & Fran Urbanski. It was a great time camped along a large fishing pond with a dry weekend while rain fell all around us. We toured the caves of Lockport and cruised the Erie Canal to see the history of how that man-made waterway aided the economy of by-gone days. We had an excellent buffet lunch following the cruise. Thank you Pia & Dennis for all the hard work you put into the setting up and getting us where we had to be.





of the campground staff, Eric Stovold, Lois Urbanski, and Nancy Berry.



September Rally – The rally was at the Toronto North KOA near Cookstown, Ontario. There was lots of shopping, a visit to the CFB Borden Military Museum, and socializing. It was a great time with the help

2015 Rallies

Wagon Master Report

It's that time of year again when all members need to stand and give applause - especially those who were able to attend - and a big thank you to each of our rally hosts of this past summer - so I ask the following to please come front and centre: Dick and Lena Longman; John and Lou Ann Podmore; Bob and Judy Paterson; Dennis and Pia Lepard - for doing a wonderful job of putting on our rallies. Also for the many 'helpers' at these events - thank you - good on you for pitching in! And a special thank you to the family of 'veteran' members Eric and Verna Stovold as their grandson Matt stepped up and became the special host at our 'no-host' September rally at their KOA Campground in Cookstown!

Everyone who has hosted - and some have many times, knows how much work there is to hosting an HC event - and they are all successful in their own way!

2015 Rallies

Right now the only rally commitments are for the Coachless rally and our May Rustbuster by our Secretary, John and wife Mary Peazel who will host us in their burg of Courtland, Ontario.

*JANUARY - Coachless - 30 Jan - 1 Feb
Niagara Falls, Ontario
Podmores & Urbanskis
Rally Information Attached*

*MAY - Rustbuster - 22 - 24 May
Courtland, Ontario
John & Mary Peazel*

JUNE - nothing as yet

JULY - nothing as yet

AUGUST - nothing as yet

SEPTEMBER - nothing as yet

Here are some ideas for your consideration:

In Ontario - Pan Am Games in July in and around the Toronto area; Milton Heights Campground; Drayton Festival; Tweed for Elvis; St. Marys Science Hill Country Club; Erin Fairgrounds; Barrie - Georgian College Auto show;

In New York - Watkins Glen or Lewiston, is it in your back yard ??

These are some suggestions folks - hope some of will pick up the gauntlet and step forward!

Above all else - stay well!

Wagon Master Bruce Hood



Membership Dues for 2015

That time of year has come once again. The Chapter dues for 2015 are payable by 1 January 2015. Earlier is better !!!

*Complete the dues enclosure and mail it with your dues in either US or Canadian funds to our Treasurer, Nancy Berry. **Check carefully who the cheque is to be made out to. It is different for US & Canadian funds. The cost of dues is \$12.00.** If you have paid the 2015 dues then there should be no dues enclosure with your newsletter.*

On 1 May anyone who has not paid is dropped from the membership and the mailing lists and will miss a newsletter or rally information.



Classified



For Sale: 1977 GMC, many upgrades over the years, including paint at Topeka Graphics, refrigerator, furnace,

microwave/convection oven, awnings, Alcoa wheels, 3.70 final drive, new four-bag system, recarpeted and reupholstered, \$16,000 - Richard Palmer – 315-252-8593

For Sale - Reduced: Tow Car for Sale – 2011 Honda CR-V LE FWD. 65,000 kms. 3300 lbs. All service records. Complete with Blue Ox base plate and all rear lights integrated into vehicle lights. You would need a Blue Ox tow bar or adapters by Road Master and its pre-wired for a brake buddy. Asking \$20,000. Contact John Podmore @ 519-823-3332 or jpodmore@cogeco.ca

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



TechTalk

Tame Your Steering

by Bruce Hislop, VP Tech

If you are like me, you've spent a lot of money on replacement steering parts and front-end alignments just trying to get your coach going straight down the road. I

myself joke that I've changed out every part of the steering system, including the steering wheel in this quest! (actually I just liked the look of the new steering wheel).

We now have a GMCer by the name of Alex Ferarra who is on his own quest to make each and every GMC steer right. In a lucky series of events, Alex crossed paths with Dick Paterson who was on his way to a GMCMI Rally. Dick talked Alex into coming to the Rally if only for a day. While at the Rally, Alex met Dave Lenzi who listened to his steering issues. Dave went over the steering system and told Alex what was wrong with his coach.

Soon Alex could drive one-handed down the highway and was very impressed. A simple adjustment turned Alex's coach from a handful to a one-hander steering. What Dave Lenzi showed Alex was that in the straight-ahead position, his steering box was not in its centered position (or high-point). The steering box high point is the center position where its gears are at their tightest mesh for the most precision steering control.

Alex was so impressed by the improvement, he is now on a mission to check this crucial adjustment every GMC. I attended his seminar at GMCMI at Chippewa Falls in September where he did Bob Paterson's coach. Bob's coach was out by nearly 90 degrees from the high point position. Alex explained what he was doing while working on Bob's coach. Afterwards he lead a group going to all their coaches to check them as well. After arriving home, Bob Paterson sent me these comments in an email "The difference between my coach on the way there, - and driving home, was quite SIMPLY AMAZING !! No 'wander', no 'pulling toward the shoulder' " What Alex is doing is quite simple, yet very important. Here is the Coles-Notes version: -Turn your steering wheel from right to left and count the turns.

-Divide this count in half and turn the steering wheel back to this center point
 -Remove the intermediate shaft (best to mark their current positions)
 -Lube up the sliding part of the shaft and the CV joint while you have it out
 -Set the steering wheel to where it is centered in its rotation and fasten it there. Alex uses a broom handle and some wire ties. DO NOT use the steering wheel lock as it is not centered.
 -line up the flat spot on the steering input shaft in parallel with the pitman shaft cover.
 -Alex uses some steel bars with magnets to hold them in place (see photos in link)
 -now reassemble the intermediate shaft without turning the input shaft or steering shaft.
 -Remember there is only one correct position for the universal joint at the steering box shaft
 -The 6 bolt flange on the CV and the sliding joint may be moved to align everything.
 -Now use the adjustment on the drag link or tie-rod adjusters to get your steering wheel straight when you go down the road. With the steering wheel aligned with the steering box's high point, when the wheel is straight-ahead you are on the high point.

Of course this will not fix worn parts, but it will make even worn parts steer better!

Here is a link to a posting with photos by Alex himself

<http://www.gmcmhphotos.com/photos/steering-box/p54238-steering-box-adjustment.html>

Watch the GMC 'Net for more complete write-ups of the procedure.

Why don't alignment shops do this? Well I'm guessing there is no place on the steering box to plug in a computer !!

Wheel Balancing

A product called Counteract is a bead balancer injected into tires. Both the beads and the injector are available from Bruce Hood at bruce@brucehood.ca.

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.



Happy Halloween to all and may you fill your goodies bag going door-to-door !!!



2015 Newsletter

Submissions for the Winter 2015 Edition of the "Comings 'n Goings" are due by 7 February to the Editor, Al Hamilton at akh@1000island.net.

Enclosures:

2015 Coachless Rally Registration

Dues Reminder (Some Members Only)